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CAR CRAFT

DECEMBER 1961 35¢

AND

KART

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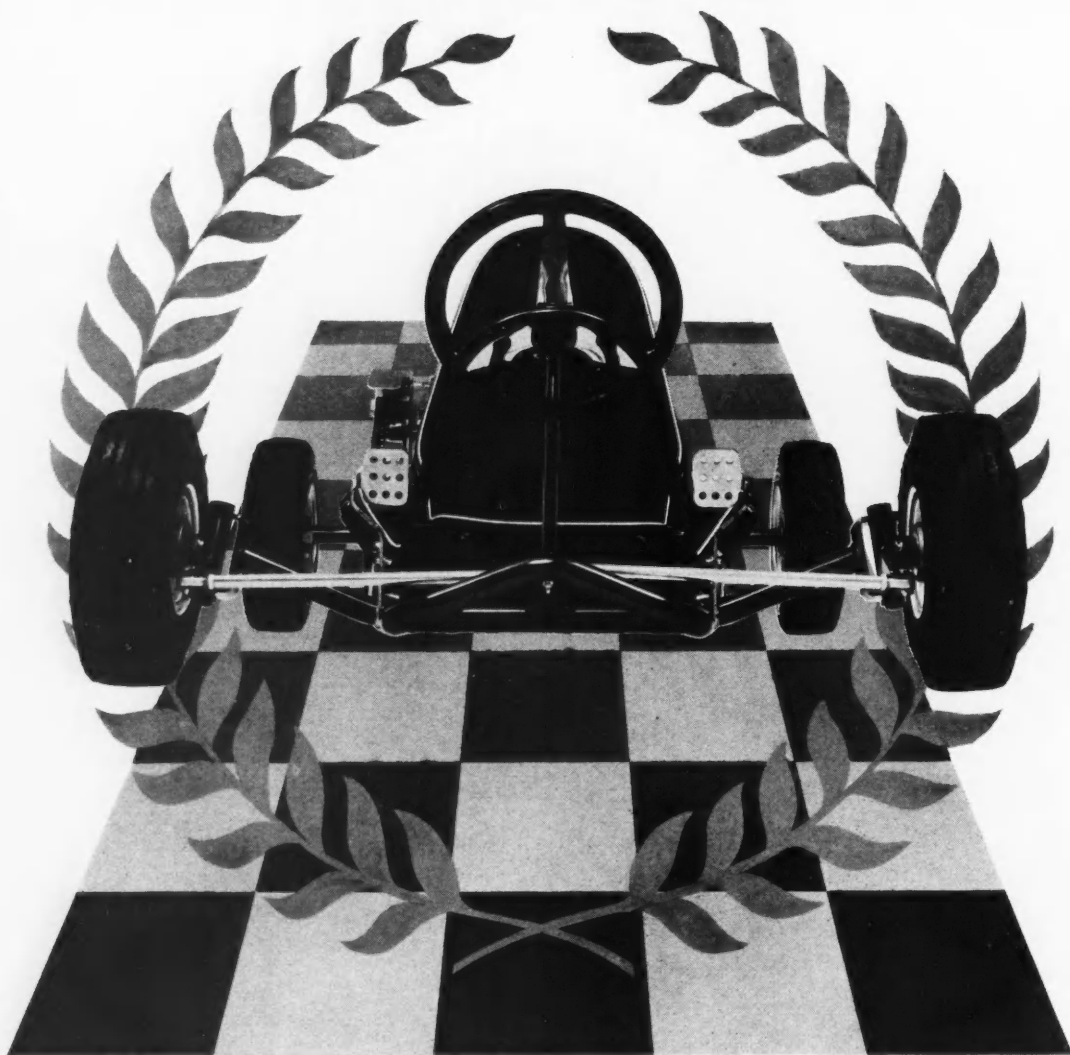
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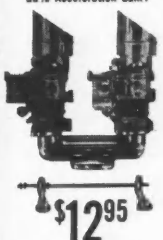


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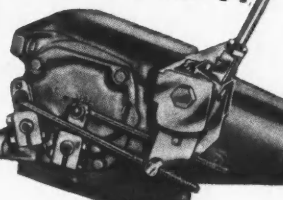
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CAR CRAFT



WITH KART MAGAZINE

Volume 9
Published Monthly
Number 8

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Drag racing, auto shows, customizing and karting — it's a colorful world for anyone interested in these fields. Photographed by D'Olivo, Guerrera, Brollier and Hegge.

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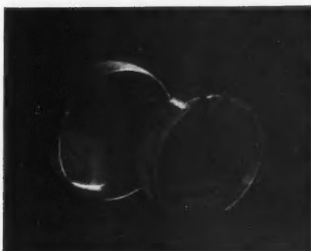
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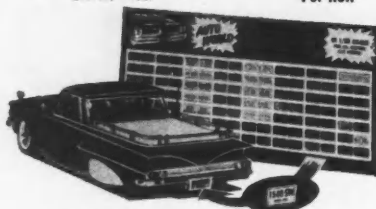


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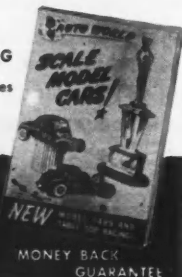
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SPEAKING

of

the editor



QUARTER MIDGETS . . . Half Midgets . . . Three-Quarter Midgets . . . "Full" Midgets . . . they're all quite active in various parts of the country. A few years ago, a new breed of pygmy-sized race car came on the scene, and it combines the fun of the little ones with the possible-income attraction of the bigger ones, all wrapped up in one hot and throbbing little package—the *micro-midget*. These little bombs are now coming into their own as a great sport for both participants and spectators. The subject of many bench-racing sessions, most speed-sport fans aren't too sure just where they fit into the quarter-to-full midget family, but the general description of their location in the family tree is that they use about the same wheelbase and body size as the potent 1/4-midgets, but the smaller-displacement engines generally thought of as going in the half-midgets. Actually, they're a lot hotter than the "halves", and usually run some rather powerful little mills that are sometimes found on the hot C Super karts, such as Yamahas and Konigs. But no matter where they fall in the genealogy of midgetdom, everyone seems to agree that they've turned out to be a real ball for drivers and spectators alike. They're fully capable of doing more than racing strictly on an oval (which they do quite well), and they've taken to the road course type kart tracks, competed at the drags, raced against the clock in hillclimbs, whipped into checkpoints on regularity runs and participated in just about every type of four-wheeled motorsport that comes to mind. Watch for CC-K's report on their International Championships in next

month's jam-packed issue and in the meantime, check that rear wheel in the photo above!

As with motorsport activities, from drag racing and sports car road racing to way-out customs, the sport of karting has had many teething problems. Clubs have tried their hands at getting the sport going in the right direction, but not too successfully. Organizations have taken a run at the sport in rather drastic attempts to completely eliminate it, on the grounds that it was a "menace to safety." For a while, the sport teetered on the brink of disaster. Now, with the advent of a new organization, established by the most highly-qualified and interested people in the sport and the industry, and working towards a unified goal of better karting for *everyone*, it looks like the little screamers have been given a much-needed shot in the arm and a breath of fresh air, with a long, bright future ahead of them. Although they're not out of the woods quite yet, and the do-nothings and the ne'er-do-wells will continue to stand on the sidelines and throw rocks, this new group, known as Karting International, is hard at work establishing policies and rules that will elevate karting to the position that it merits—that of a clean and wholesome sport for *all*. Karting International's battle-cry is "EVERYONE'S voice will be heard!", and with sensible men working in a devoted manner to take care of those teething problems, we take this opportunity to offer our full support, and urge that you do the same. See "Karting International" on page 60 for additional details.

—Tom Bates

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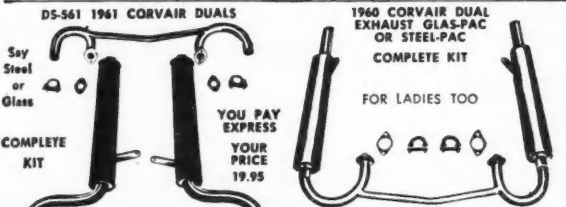
APPLICATIONS

Year	Car/Model	Part No.
1954	Cadillac LaSalle 34	CL355A
1954	Cadillac LaSalle 36	CL355A-F
1954	Cadillac LaSalle 38	CL355A-F
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1954	Cadillac LaSalle 46	CL355A-F
1954	Cadillac LaSalle 48	CL355A-F
1954	Cadillac LaSalle 50	CL355A-F
1954	Cadillac LaSalle 52	CL355A-F
1954	Cadillac LaSalle 54	CL355A-F
1954	Cadillac LaSalle 56	CL355A-F
1954	Cadillac LaSalle 58	CL355A-F
1954	Cadillac LaSalle 60	CL355A-F
1954	Cadillac LaSalle 62	CL355A-F
1954	Cadillac LaSalle 64	CL355A-F
1954	Cadillac LaSalle 66	CL355A-F
1954	Cadillac LaSalle 68	CL355A-F
1954	Cadillac LaSalle 70	CL355A-F
1954	Cadillac LaSalle 72	CL355A-F
1954	Cadillac LaSalle 74	CL355A-F
1954	Cadillac LaSalle 76	CL355A-F
1954	Cadillac LaSalle 78	CL355A-F
1954	Cadillac LaSalle 80	CL355A-F
1954	Cadillac LaSalle 82	CL355A-F
1954	Cadillac LaSalle 84	CL355A-F
1954	Cadillac LaSalle 86	CL355A-F
1954	Cadillac LaSalle 88	CL355A-F
1954	Cadillac LaSalle 90	CL355A-F
1954	Cadillac LaSalle 92	CL355A-F
1954	Cadillac LaSalle 94	CL355A-F
1954	Cadillac LaSalle 96	CL355A-F
1954	Cadillac LaSalle 98	CL355A-F
1954	Cadillac LaSalle 100	CL355A-F

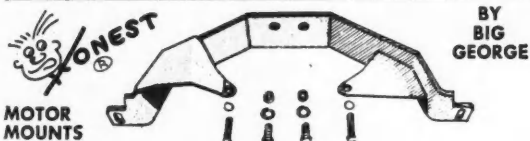
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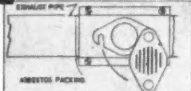
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10-61

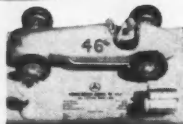
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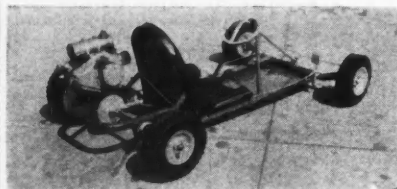
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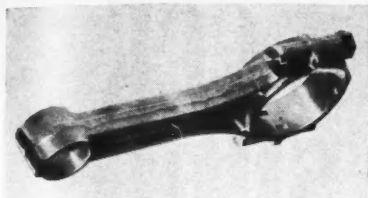
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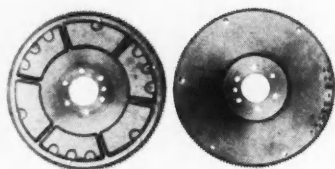
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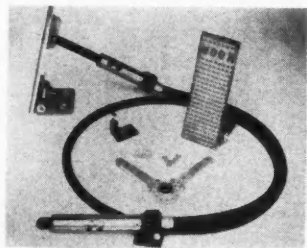
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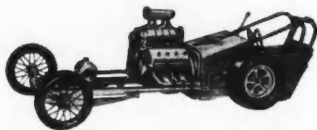
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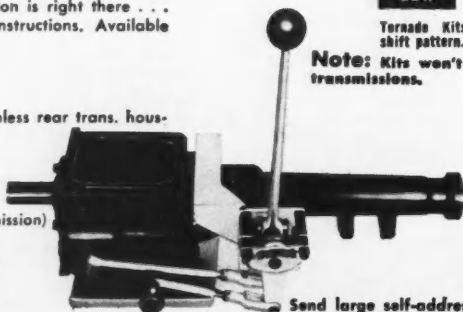
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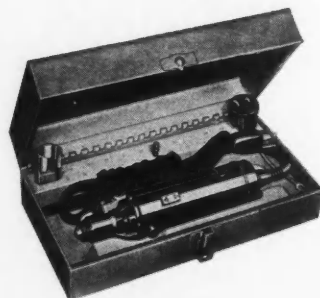
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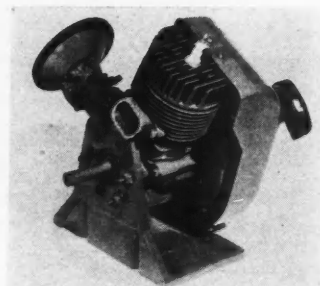
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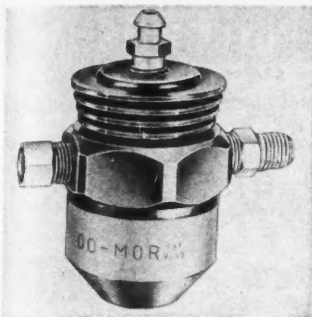


CLASS AC BUSHING

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CAR CRAFT



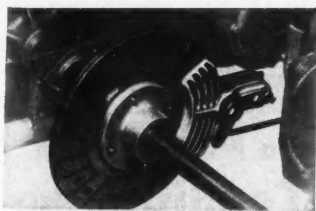
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DECEMBER, 1961

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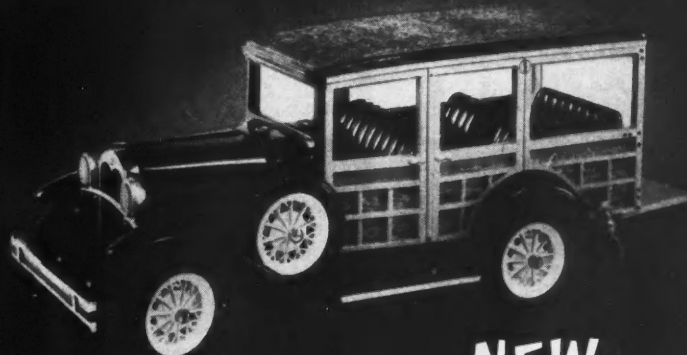
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READERS SAY

FEMALE'S FALCON

Dear Sir:

Enclosed are some snaps of my '60 Ford Falcon. People say cars are not for girls but I beg to differ. The car is known as the "Black Booty." It is black lacquer color with burgundy candy



apple wheels. Main chrome is removed. White pinstriping is inside and out. Engine is strictly stock with customizing added. The woman's touch is noticed as the engine is clean as a whistle. I enjoy cars and working with them, also many of my girl friends do. I enjoy CAR CRAFT magazine and hope you will find space for my car. Thanks.

— Mrs. Babs Brandstetter
Zelienople, Pa.

KART FAN

Dear Sir:

In regard to your Oct. issue of Kart magazine. It was great! I think it is one of the best issues I have ever read. My friends and I really enjoyed Kartantics. Would like to see more of Northwest karting events and maybe an A/Bush-ing special if possible. Keep up the good work.

— John Whistler
Tacoma, Washington

As you all know, KART has been combined with CAR CRAFT magazine in an attempt to expose the exciting sport of karting to other automotive minded readers who may not be aware of what karting really is. It is our hope to continue pleasing all of our readers now that our two great magazines have merged. — Ed.

SHOW BIKE LOVER

Dear Sir:

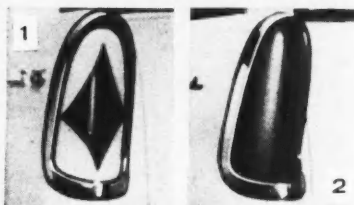
This letter is to both thank you and congratulate you on the very fine article on "Show Bikes." I am a great fan of bikes and an ever greater one of show bikes. I would, and am sure many other readers would, appreciate more coverage on the two wheeled customs. At present I am in the process of buying a '49 Harley and would like to receive any pictures of bikes from other readers to help me in customizing my bike. Keep up the fine work.

— Thomas Cokewell
3013 East St.
Pittsburgh 14, Pa.

(continued on page 14)

CUSTOM TAIL LIGHT LENSES

BY THE CRAFTSMEN OF LEE PLASTICS



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READERS SAY

(continued)

GRIPES 'N' PRAISE

Dear Sir:

It burns me to see all these amateur custom fiends writing in and offering the highest praise for your magazine, and then turning around and ask you to publish a foggy snapshot of their gooped up heaps. They should be told that the only way this can happen is for the car to take tops in a few big shows in their area. Some letters, like the one on the Northgate QM's in your Oct. issue are interesting and informative, and the pictures included are helpful in obtaining an overall picture on the goings-on. These add rather than detract from your magazine.

— Phillip Lurvey
Mesilla Park, N.M.

WHO'S CHICKEN

Dear Sir:

We always read CAR CRAFT because it is a good mag. But one thing bugs us, and it is the CAR CRAFT letters, when we read this we feel sick. Some of the cars sent in by your readers aren't worth a parking space in a good junkyard. Some guys by a heap of junk, and run to the nearest hardware store to buy some trash for so called customizing. They think because they nose and deck a car, and install an electric trunk and electric doors that they have a real wild custom. We think they stink —

I own a Ford-powered deuce, and every one tells me it is a wreck. But I tell them that if they want to see some real beauties, to look in CAR CRAFT.

One car in particular, that I think is terrible, is the dogged out Pontiac in your August '61 issue. What is so terrific about that junk, that it deserves a place in CAR CRAFT? My beat up deuce is better than that heap.

If you keep up this trash, we'll start reading Mad again, it's more educational.

— S.A. & C.K.
Somerset, Mass.

P.S. You're chicken to print this in your mag.

Dear S.A. & C.K.

We're not too chicken to print this in our "Mag," and it's a shame that you didn't sign your name. — Ed.

WITH ENVY

Dear Sir:

Why are the pictures in your magazine green?

— David Schneider
We have a green artist! — Ed.



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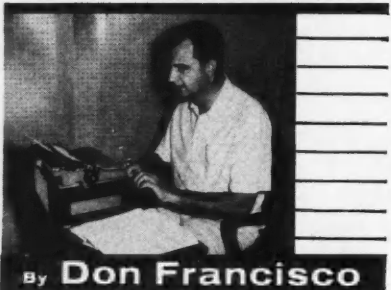
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DE-SMOGGING DEVICE

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I have a 1951 Hudson Hornet. The car is in real good shape for an oldster but it has one bad fault — smoke comes out of the breather pipe on the side of its engine. This condition gets pretty bad sometimes.

The engine has only 53,000 miles in all these years and its oil consumption is about a quart per thousand miles.

I would like to know if I could run a flex hose from the breather pipe to the carburetor air cleaner to eliminate this smoking condition. What effect would this have on the engine's breathing, if any?

— Allen Demarest,
 Ft. Lauderdale, Fla.

Routing crankcase fumes to your engine's carburetor air inlet shouldn't have any bad effect on the engine's performance but unless the fumes pass through the filtering element in the carburetor's air cleaner they could eventually form an oily, messy coating on the carburetor's inner surfaces. If you do make such an arrangement be sure that the fumes must pass through the filtering element and then clean the element frequently so that it doesn't become clogged or saturated with oil.

TRY THE EASY WAY

Dear Don:

I am the owner of a '57 Ford Fairlane. A few months ago I tore up the original 312 engine. I replaced this with a 352 T-Bird engine. This provided problems. At the same time I replaced the engine I replaced the Ford-O-Matic transmission with a '58 Ford Cruise-O-Matic. The problem is, about every thousand miles or so I have to replace the transmission's second gear. Naturally, this is expensive.

I'd like to know what would be necessary for me to install a synchromesh transmission and what kind of transmission to use. I would prefer to install a floor-shift T-Bird transmission. Is this possible?

— Frankie Dudley
 Pittsburg, Illinois

If you really want a synchromesh transmission the most sensible installation would

be a '58 or later box for a 352 engine. This wouldn't present any installation problems because it would bolt to the engine with standard Ford parts and fill the gap left by the Cruise-O-Matic.

To make the transmission a floor-shift type you could install one of the many floor-shift conversion kits available from speed equipment shops.

If you do much highway driving it would be a good idea to buy a transmission that has an overdrive. This would allow you to install a rear axle gear ratio that would provide good performance in town and yet let you enjoy an economical final ratio for highway driving.

SWAPPING SPEED FOR CHARGE

Dear Don:

Almost everyone has been giving me advice, all different, regarding my little problem. Please help me be completely positive.

At the present I possess a '52 Ford that has its original flathead engine and automatic transmission. The entire unit is running full steam, except for its rear end. I'm pulling approximately 65 mph out of low range but wouldn't object to sacrificing 10 mph of this top speed for some well-needed pickup.

What rear end gear would provide much more dig, minus extravagant expense and troubles, while leaving my stock 15-inch wheels intact.

— Charles Karafa, Jr.
 Detroit, Michigan

The general rule for rear axle gear ratios is that the numerically higher the ratio, the better the acceleration. This means that a 4.10 to 1 ratio, which is numerically higher than a 3.73 to 1 ratio, will enable a car to accelerate faster with the same amount of engine power than will the 3.73 gears.

There are many different rear axle gear ratios available for your car. However, if the car had an automatic transmission originally it undoubtedly has a numerically low ratio. But before you can decide on a numerically higher ratio to try, it will be necessary to determine the ratio now in the car. In any event it wouldn't be a good idea to go higher than 4.0 to 1. A ratio higher than this would make the engine run at too high a crankshaft speed at highway cruising speeds. This would be detrimental to the engine's life and also to fuel mileage.

USE THE RIGHT PLUG

Dear Don:

I threaded the ends of the oil galleries in my 283 Chevy block as you recommended in your book but I have had trouble with oil leaking past the plugs. I used plugs that have slotted heads and tightened them as tightly as I could with a screwdriver. What would you recommend to stop the leaks?

— Larry Williams
 San Diego, Calif.

I suggest you replace the slotted-head plugs with Allen socket-head plugs. Allen plugs are hardened, which makes them less apt to deform when they are tightened, and the wrench with which they are installed makes it possible to install them much tighter than possible with a screw-driver.

It is important that the threads in the ends of the passages be in good condition and that the threads on the plugs be given a light coat of Aviation Permatex or similar sealer.

A reasonable amount of care must be taken when installing the plugs to not tighten them so tightly that they split the ends of the galleries. Pipe plugs are tapered, which gives them the same effect as a wedge. Ends of galleries that project beyond the surface of the block aren't too strong because of their thin wall.

NOT ADVISABLE

Dear Don:

I want to change my '53 Olds 88 hydraulic valve lifter system to solid, adjustable parts using parts from a wrecking yard.

I have been told that the adjustable rocker arms from a '51 thru '54 Stude V8 will fit. If this is so, will the rocker arm shaft off the Stude also fit? Also, what will I have to do for solid tappets and pushrods? Can I just collapse the hydraulic lifters and use the same or present pushrods?

The hydraulic lifters in the engine are clattering and I'm afraid something will be damaged if I don't replace them soon.

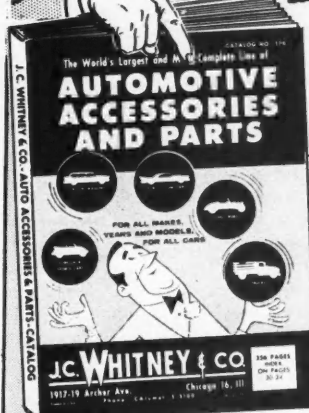
— Ulys Goodman
Dorris, Calif.

Using solid valve lifters on an Oldsmobile camshaft ground for hydraulic lifters isn't too satisfactory. The engine will run all right but constant attention is required to keep the clearance between the rocker arms and the valves adjusted to a maximum of .002 or .003-inch. With clearances greater than this the valve action becomes noisy. The reason for the noise is that cams for Hydraulic lifters do not have the clearance ramps provided on cams for solid lifters to gradually take up the lash clearance when the cams open the valves.

The wisest thing to do would be to buy a new set of hydraulic lifters and install them but if you're set on a solid adjustable setup don't fool with parts made for another engine. Buy a set of adjustable rocker arms made for your engine and a set of spacers for collapsing the lifters.

Adjustable rocker arms are made by several companies and are available from most speed equipment shops. Those for Olds engines are made with two different ratios. These are .05 to 1 and 1.8 to 1. Be sure you get the correct ratio for the camshaft in your engine. Standard pushrods can be used with collapsed lifters and adjustable arms.

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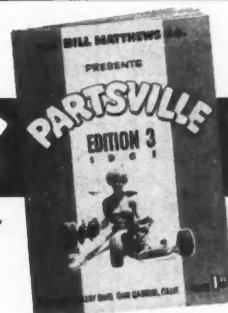
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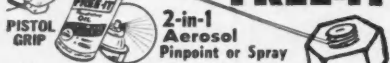
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CUSTOM QUERIES



BY GEORGE BARRIS
BARRIS KUSTOM SHOP

WHERE'S THE GIRLS?

Dear George:

As long as I've been reading your column in Car Craft magazine (which is the coolest mag put out) I haven't seen one single girl's name yet. You may think I'm some kind of a "kook" but girl customizers aren't too rare, and I'd like to have you answer a few questions I'm stuck on...I'm planning on customizing a '56 Chevy. 1. Would '60 or '59 Cad bullets work on frenched taillights? 2. Can rear end be lowered with 6" lowering blocks and de-arched springs? 3. Could you suggest a good grille arrangement? 4. Also, could you suggest a good front-end that's different and good looking? Your column "Custom Queries" is the "neatest" in all good custom car mags. Keep up the good work.

— Kathy Gungler
Broadview, Ill.

We have several girl customizers in California and a few clubs too. The Rod Benders have a distaff side in the Rod Benderettes, their girl friends. Now for your problems. 1. No, Caddy bullets cannot be frenched into the taillights but you can make up an extruded aluminum backing on it. 2. No, you will have to use 3 inch lowering blocks and then de-arch the springs. But going down this low will mean you will have to raise the floorboard driveshaft tunnel to clear the driveshaft plus "C" the frame rails. 4. A combination of '58 Buick grille squares plus the center grille sections of the '60 Dodge pickup will look good. Use the Dodge floating center horizontal bars.

BUCKET SEATS

Dear George:

Could you tell me what problems I would run into in installing bucket seats in my '47 Plymouth coupe. How would I go about raising the floorboards?

— John Gillick
Cedar Rapids, Iowa

First remove your seats and mechanism. Then get the contoured bucket seats from Cal Automotive, 6868 Farm-

dale Ave., No. Hollywood, Calif. Follow up by purchasing swivel mechanisms designed for arm chairs from your local hardware dealer. June '61 Car Craft had a complete how-to-do-it article on installation of swivel and fiberglass seats. It is not necessary to raise the floorboards if you follow these simple steps.

CUSTOM HUDSON HORNET

Dear George:

This year I will be getting a '54 Hudson Hornet, my father's old car. I'd like to know what taillights can be installed without much trouble and what can I do about a grille in the front. Also, is it possible to install a stickshift without a lot of work? What about fins in the back? And last of all, how about the chrome on the side?

— Frankie De Ligio
Budd Lake, N.J.

Use the bolt on taillights made by California Custom Accessories called Continentals, priced at about \$3.95 each. They can be installed into your old taillight cavity using a filler plate. Take the oval grille sections from a '59 Mercury and refit into your original shell opening. Check with Ansen Automotive or Cal Automotive for their catalog on stick shift conversion kits. I would not suggest fins for this car because the body style does not carry out the right theme for this type trim. Use a double strip from the top chrome trim of the '58 Ford for your car.

LEAD OR PLASTIC?

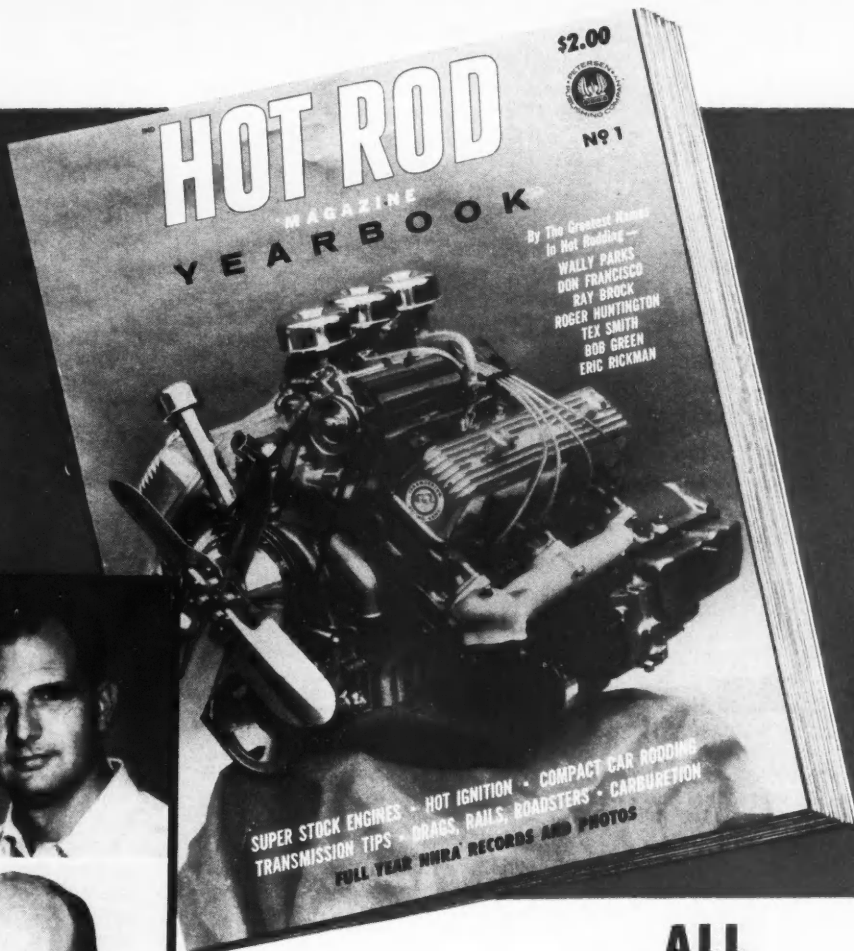
Dear George:

I am considering moderately customizing my '55 Olds 88. Would like '60 Chrysler taillights, how would they fit? Would the rear fender need to be split and narrowed? What's the best way to french them, lead or plastic putty? Will plastic steel hold shape if the foundation is firm or will it shrink or crack? Would fiberglass be practical? I know nothing about lead whatsoever and my budget along with my experience is low. Up front I would like quads, which would do the job best. I saw a kit with fiberglass shell ready to be glassed in, is it worth it? Since I plan to do my own work, any help you can give will help prevent any "boo boos" on my part.

— Larry Elder
Memphis, Tenn.

You will have to cut and narrow the fender plus using round rod to french in the lights. Use metal filler panels and round rod. I would suggest using 70/30 lead for the best work, body solder just won't hold up as good. Again fiberglass will work fine. I suggest you contact a reliable body shop to do your heavy metal forming, etc., then you can finish off the surface work. Use '59 Chevy headlights for your quad installation, mounting them vertically.

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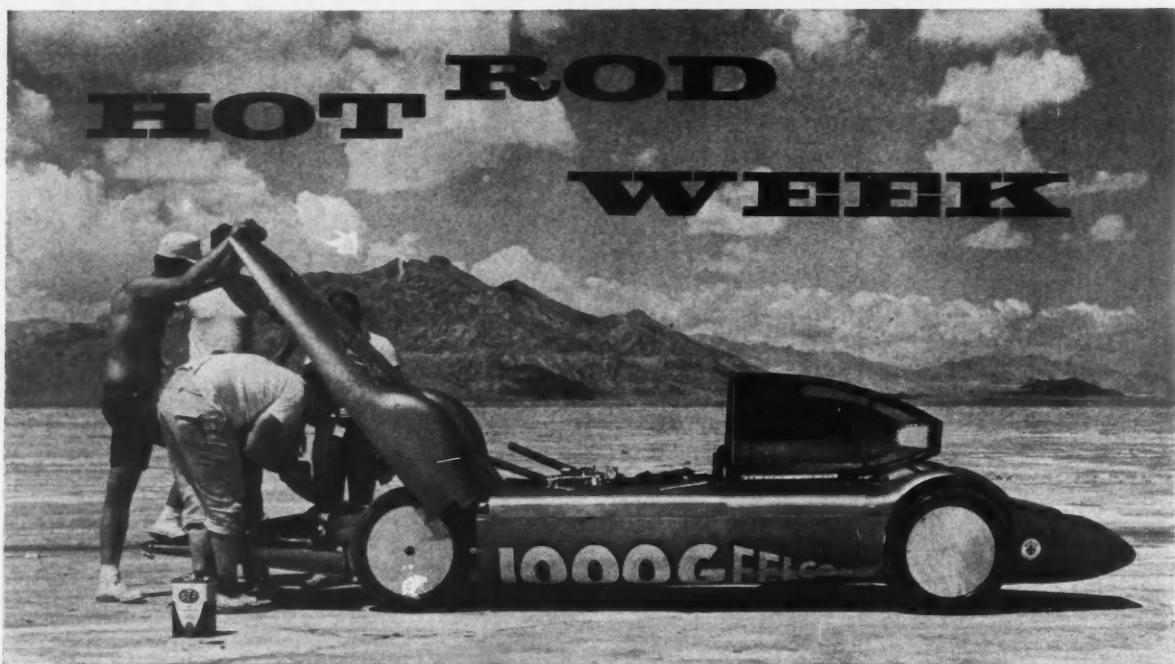
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at Bonneville BY DON FRANCISCO

EARLY IN 1961 the coming Bonneville season was shaping up as a big one. The salt, for the months of August and September, was booked solid. All but one of the reservations had been made by men who planned to make attempts on the World Land Speed Record, which is still held by the late John Cobb of England at 394 mph. One week had been reserved by the Southern California Timing Association for the annual hot rod week, known officially as the "Bonneville Nationals."

Among the group who planned assaults on the Land Speed Record were Dr. Nathan Ostich, Mickey Thompson, Ernie Immerso, Stormy Mangham and Johnny Allen, and Donald Campbell.

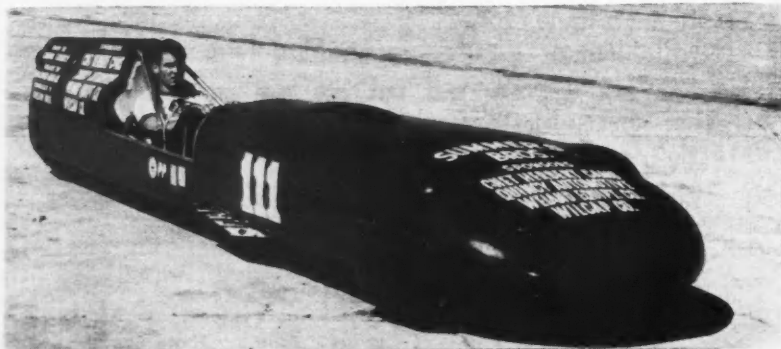
Dr. Ostich and his jet-propelled car were ready to go well before August. Under the present rules Doc's car isn't eligible for the record because it isn't driven by its wheels but if he can beat

the record he'll be the fastest man on wheels, record or no record. Mickey's four-engined streamliner might be ready. Campbell's car was an unknown quantity. Rumors that it wouldn't be ready in time for his reservation and then that it was to be run on some heretofore unknown salt flat in Australia rather than at Bonneville began to circulate. Entries for the Nationals were coming in daily. Before the meet ended, 140 entries for cars and several for motorcycles had been received.

Fellows who had Land Speed Record cars were the first to learn from officials of the Bonneville Association in Salt Lake City that the salt wasn't in very good condition. There hadn't been enough rain during the past two or three years to cover the flats with water during the winter months, as has been common in the past. This water is necessary to make the salt smooth. During

the summer months the water level would drop below the salt's surface but each day the heat of the sun would cause it to rise high enough to keep the surface moist. Early in the morning, while the water table was still low, the salt was at its best. It was also good late in the afternoon after the water table had dropped again.

Bonneville's straightaway courses are laid out on a roughly northeast, southwest line. This year the water table near the hot rod course's south-east end was about six feet below the surface of the salt. At the extreme northeast end the salt was moist all day long. However, in years when the salt is good the northeast end usually terminates in a shallow L-shaped lake that extends across the north end and down the west side of the flat. This year there wasn't any lake. As the course progressed from the moist northeast end to the southwest



ABOVE—Looking more like an ailing crocodile than a rapid G class streamliner, Ellis Lohn's Wee Eel II gets some expert attention from crew members between runs. Its fastest qualifying run was 179 mph.

LEFT—Butch Summers drove this Summer's Bros. C streamliner 302 mph one way and to a new record of 262 mph. The car has front-wheel drive and two wheels in the rear arranged to give three-wheel effect.

end it became drier and harder. After five miles it had the feel of concrete. After approximately nine miles expansion cracks that had raised ridges three to four inches high made the surface so rough that it was difficult to drive on it even at slow speed with a passenger car. The Utah State Road Commission, which does such a good job each year scraping the courses for Land Speed Record cars and the Nationals, tried to scrape the rough area at the southwest end but they found they were wasting their time. The longest usable course that could possibly be prepared for August and September was just over nine miles long.

Hot rods that run in the Nationals can get by nicely with a course approximately seven miles long but drivers of the big 400 mph cars don't feel happy unless they have a minimum of fourteen miles of smooth, hard salt ahead of them when they're sitting on the starting line. An IBM electronic data processor wasn't required to decide that the 400 mph cars wouldn't run on Bonneville this year. When they will run again on this particular chunk of salt remains to be seen.

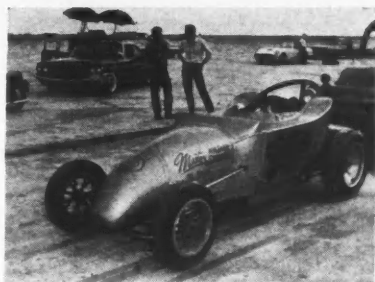
The hot rods began almost on schedule. Usually the runs start early in the morning but difficulties in getting the course laid out and the timing equipment set up delayed the first run of the meet to about 3:30 pm. This was Sunday, August 20. Once the meet got under way it ran smoothly except for three or four interruptions caused by light rains and another by a small wind storm. The wind storm was a weak sister compared to the one that flattened the pit area in 1960 but nevertheless it was about as welcome as a piston with a hole in its head. The rains caused the course to be shut down for a total of possibly four hours but this didn't bother anyone except Chief Timer J. Otto Crocker, who had to jump around a bit to prevent the rain from damaging his equipment. The clouds that brought the rains had a highly beneficial effect of hiding the sun and dropping the temperature a few degrees. When the sun was exposed in all its glory during the middle of the day the temperature was too high for comfort.

Speaking of pistons with leaky heads, and many guys did during the week, pistons seem to be the number one problem in Bonneville engines. Almost without exception piston failure in competition engines in the past has been the result of lean fuel mixtures caused by one or more of several possibilities but this year Norm Thatcher had the frustrating experience of losing one piston each in two of the three big engines for his Dodge Dart just because they weren't strong enough to stay together under the pressures and rpm's to which they were subjected. The pistons literally disintegrated.

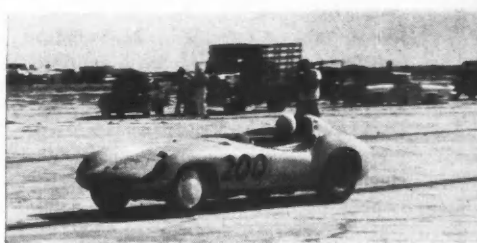
On his first run, which was the second of the meet, with his 450-inch GMC supercharged engine, Norm cranked out a highly respectable 183.48 mph. This, incidentally, is the fastest any stock-bodied sedan running on pump gasoline has ever turned on the two-mile course during the Nationals. As the old record in this class was only 165.91 mph, things looked good for Norm and a new record. But the next morning, on the record attempt, the first of the pistons let go. When the piston broke, the pin that had been in it chewed its way through the cylinder wall. Before the week was over Norm and his crew had rebuilt this engine, tried the other two that were in different classes, and disintegrated at least one more piston. But despite all this trouble, Norm took first-place trophies in the A Gas Coupe and Sedan class, 154.63 mph, B Gas Coupe and Sedan, 162.74 mph, and B Supercharged Coupe and Sedan class, 183.48 mph.

Several fellows lost pistons in the old-fashioned way by either burning or melting their heads. Els Lohn was one of these. The engine in Els' little Wee Eel II streamliner when he had the piston trouble was his 58 cubic inch Paxton-supercharged Morris. It was piston number four that lost its head, so to speak. The cause was attributed to the manifolding between the blower and the intake ports in the cylinder head that seemed to favor the front three cylinders. But whatever the cause, the little car finally turned a qualifying run of 179.28 mph with a big charge of

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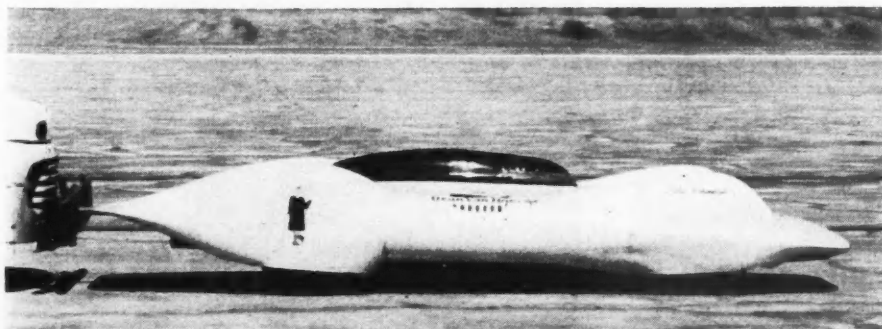
Under the hood of Ron Benham's "Tempest in a Teapot" is a Pontiac Tempest four-banger. Car's '25 T roadster body is of fiberglass. Its best speed was 133 mph.



With Racer Brown tuning and Mark Dees at wheel, Dean Moon's "Moonbeam" boosted its last year's speed. Chevy engine has GMC blower installed with Potvin kit.



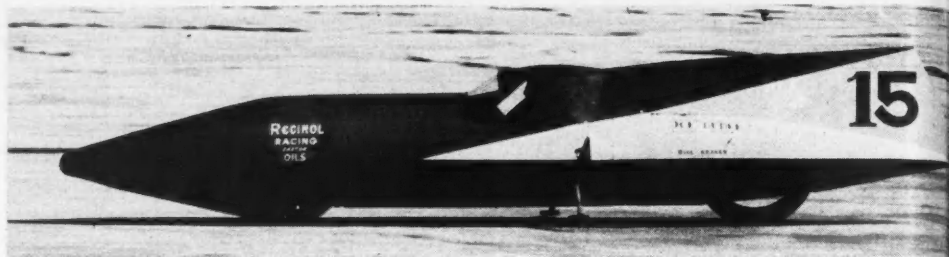
Art Arfons drove the Arfons-Snyder entry 313 mph, which was the highest speed of the meet. Art built the Allison-engined monster for a bash at the World's Land Speed record. His first try was in 1960.



Ernie Immerso had his share of trouble with his streamliner. Christened the Dean Van Lines Spl., the car was designed for two engines and a try for the World's Land Speed Record but for Hot Rod Week it had only one engine, a big highly modified Lincoln. It ran 223 mph.

HOT ROD WEEK

Joe Dudek's streamlined motorcycle is seventeen feet long, has a 600 cc (36.6 ci) Norton vertical twin engine, and runs on gasoline. Bill Johnson took it through the traps for a new record in its class of 179 mph.



nitro. It also set a new record in the G Streamliner class but because of other troubles the record was only 147.56 mph.

Although pistons are the number one troublemaker at Bonneville, fellows do have other kinds of trouble. For instance, take the Callahan-Sanchez-Locasto Studebaker, which has a 455-inch blown Chrysler and is driven by Joe Locasto. Joe became a little perturbed when some of the crew members took the car out for a warm-up run and its hood flew open. The hood was pretty badly bent and the car's plexiglas windshield was cracked. Joe was ready to quit then and there but after a bit of mallet work on the hood and the windshield to prevent the shield's blowing in and hitting Joe in the face, he decided to carry on. It's a good thing he did because he boosted the old record for the class, which he held, from 220.99 to 230.58 mph. This is quite a boost.

Among the new cars on the salt this year was the Summer's Bros. streamliner, designed and constructed by brothers Bob and Bill. This car's design classifies it as the most unique car to compete in a Nationals meet in a long time and the workmanship on it is as good as that on any car that has ever run on the salt. Essentially, the car is a three-wheeler, with two wheels in front, but it makes itself legal for Bonneville Nationals rules that prevent three-wheeled cars from competing by also having two wheels in the rear. The

three-wheel effect was retained by placing one rear wheel ahead of the other. The engine, which is a GMC-blown Chrysler, is ahead of the driver in the conventional location but it is reversed in the frame so it can drive a front-wheel drive assembly. The car's one spot brake assembly is on one of its rear wheels. A narrow front tread, fifteen-inch low-profile tires, front-mounted blower, and three-wheel configuration allow the car's body to be narrow, extremely shallow from top to bottom, and pointed at the rear. The result is a car that has extremely low air drag.

It's logical to expect mechanical problems with a new car but the problems the Summers brothers had were all with the car's engine. To reduce oil pan depth to the minimum they had built a dry sump lubrication system for the engine. This allowed them to remove the standard oil pump and chop the sump off the pan. But when the engine was started it was short on oil pressure. It was finally decided that the reason for this was that the hose between the oil supply tank and the pump was too small to carry the amount of oil the pump required.

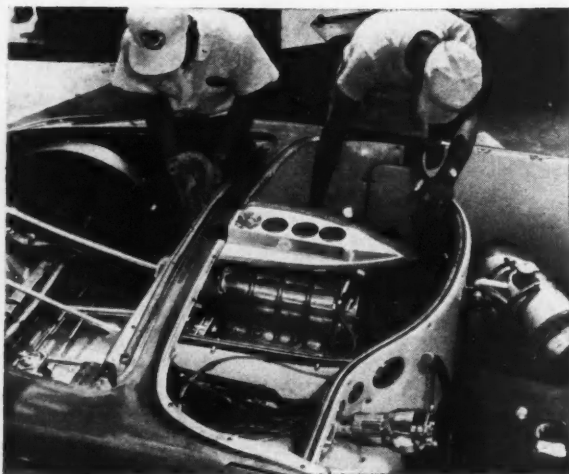
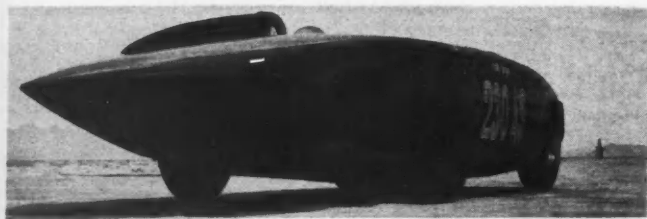
While the source of the oil pressure problem was being determined the brothers found that the engine had bound up internally for some reason. Subsequent inspection showed two of the forged aluminum connecting rods, which had been installed without bearing inserts,

as some fellows are doing now, had galled and tightened on their crankpin. As the brothers hadn't brought any spare aluminum rods along, the shaft's crankpins were too small for standard inserts, this left them in a bind. Consequently, one of them made a quick trip home to Ontario, Calif., picked up another block and crankshaft assembly, had the block's main bearings align bored at the Wilson Brothers Crank Grinding Service in Ontario, and dashed back to Bonneville. The engine was re-assembled around the new block but this time with a set of standard Chrysler rods and inserts. A standard oil pump and pan cured the oil pressure problem.

The rebuilt engine ran well enough for the car to make a qualifying run of 302.31 mph. This was quite a bit faster than the record of 251.74 established in 1959 by the Shadoff Special.

Their 302 mph run qualified the brothers for a record run the following morning. However, they were to learn that their mechanical problems weren't over. On the return leg of the record attempt the engine lost most of its horsepower. It was found that several of its pushrods were badly bent. Whether the reason for this was valve float or excessive spring pressure wasn't determined but the cause was secondary. With a new set of pushrods in the engine, the same thing happened again. However, even with the bent rods, the car set a new record of 262.23 mph.

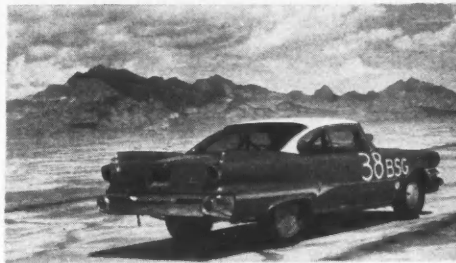
Two things that didn't work too well





Wallen Pieper, Colorado Springs, Colo., drove his 1960 Falcon to first place in the D Gas Coupe and Sedan class with a qualifying run of 114 mph. Car's engine has 170 cubic inches and Iskenderian cam.

Norm Thatcher had three engines for his Dodge Dart, took home three first-place trophies. His fastest runs in each class were 183, 162, and 154 mph, all on gas.



on the Summers car, and these are very important on a car that runs 300 mph, were the brake and the drag chute. To say that the brake didn't work isn't accurate because the brake, as such, did work but the way the car's two rear wheels are linked together and the small amount of weight on them prevented the tire on the wheel fitted with the brake from getting any traction. As a result it was a waste of time even trying to use the brake. As for the drag chute, usually it didn't come out of its container. This definitely isn't normal.

Although the streamliner didn't have adequate braking traction and its chute didn't work, no harm came to the car or its driver. The soft salt at the northeast end of the course provided sufficient drag to bring the car to a stop before it ran into Floating Mountain, the natural backstop a few miles beyond the northeast end of the course. The only trouble with this was that the car had to be pulled back onto solid footing by hand, and this was quite a job. The salt was too soft to support a pickup truck or passenger car. One brave individual did get fairly close to the streamliner on one occasion and managed to tow it the last quarter-mile or so with his Corvair.

Something about the Summers car that gave spectators a thrill each time it made a run was its tendency to go anywhere but straight ahead while it was accelerating. Its tendency to dart

from one side to the other made the runs pretty spectacular. But this didn't seem to bother "Butch" Summers, the brother who was doing the driving. He said that once the car got going, at a speed of 200 mph or so, it stabilized and handled like a champion. He liked the feeling of being pulled, rather than pushed, with the front-wheel drive. From the showing it made on its maiden appearance, this car may have a future that could be discouraging to some of the Land Speed Record car owners.

Knot Farrington and his '56 T-Bird have terrorized the sports car classes in the Nationals for several years now. Each year Knot manages to change the car in some way that makes it look better as well as go faster. From the way the car looked and ran this year it was easy to see how Knot had spent his spare time between the '60 and '61 meets.

Knot's car looks about as much like a '56 T-Bird as a Boeing 707 looks like a Piper Cub. Its nose has been filled-in and streamlined, the bubble has been removed from its hood, a streamlined tail has been added to the rear of its body, a headrest behind the driver's seat extends about two-thirds of the way to the end of the tail, its cockpit has been completely covered, with the exception of an opening for the driver's head, its windshield has been replaced with a narrow plastic bubble, etc. The T-Bird was evolved into a streamliner.

The GMC-blown '58 Chrysler in

Knot's car was giving him trouble by losing its valve lash clearance every time it made a run. Each time the car made a qualifying run or a leg of a record attempt the lash had to be re-adjusted. But trouble or easy going, the idea at Bonneville is to establish new records. Knot held the existing record in the Sports Racing class at 200.62 mph, which he established in 1960, and gave it a healthy boost to 219.89 mph. His best qualifying speed was 228.57 mph. This is pretty fast for a T-Bird, on gasoline yet. Just what Knot will do to top his car's '61 appearance and performance for '62 is something that only he knows but he is going to have a rough time accomplishing either.

At the '60 Nationals Dean Moon and his GMC-blown Chevy BX Sports Racing "Moonbeam" established a record of 180.77 mph for the car's class. This year Dean didn't think he would have time to make the Nationals so Racer Brown, of Racer Brown Camshaft Engineering, and Mark Dees entered the car. Racer would take care of the tuning and Mark would drive. Strangely enough, Dean found time to go to Bonneville when a phone call from Racer and Mark around the middle of the week informed him the car had slipped through the traps on a qualifying run at 202.70 mph. Before the week was out it had boosted its old record to 189.39.

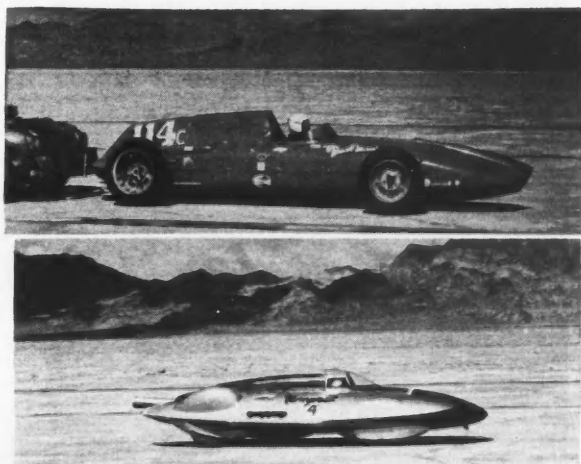
One of the finest cars of its type to ever compete at the Nationals is the

(continued on page 68)

LEFT—These three photos reveal some of the details of Knot Farrington's '56 T-Bird, which was tops in the Sports Racing class this year. Streamlined tail, added since last year's meet, reduces air drag to the minimum. Side view shows car's filled-in nose, mag wheels, and Knot getting ready for a run. GMC-blown Chrysler was moved back 2½ feet in the engine compartment to improve handling. All workmanship is excellent.

Tom Beatty gets pushed off for a trial spin in Dick Guyette's "Isky Music Man." Dick and his crew arrived on the salt late in the week and had so much work to do to finish the lakester that they didn't get a chance to make a good qualifying run.

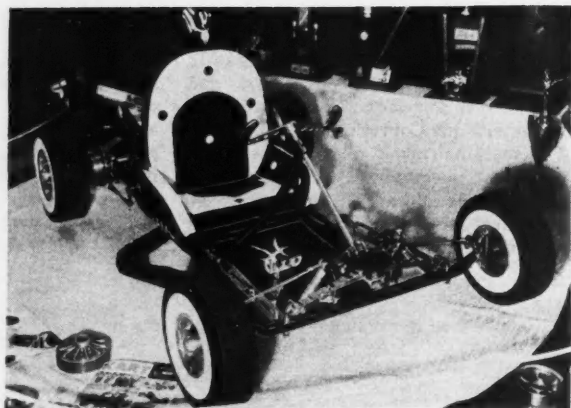
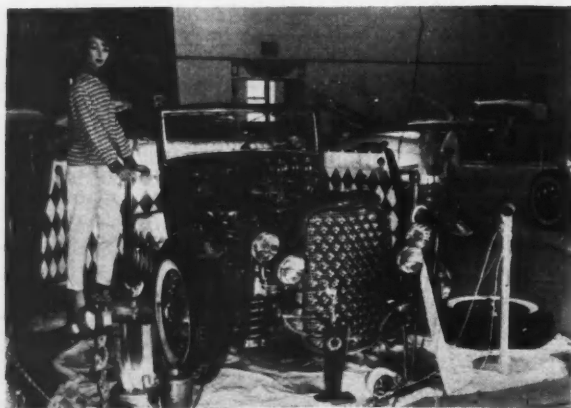
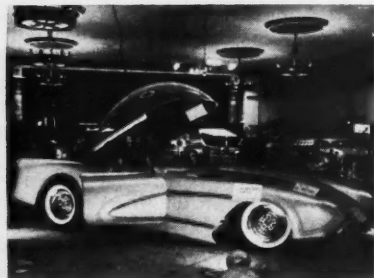
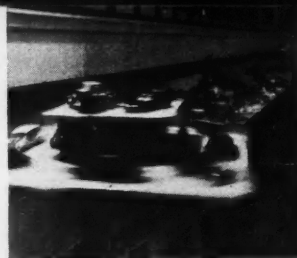
In 1960 Bill Burke drove his little D class streamliner, with one of Bill Stroppe's modified Falcon engines doing the work, to a new record of 205 mph. This year, with one of Sir Mick Thompson's Tempest fours, he ran 232 but didn't set a record.



1961

NATIONAL CUSTOM CAR SHOW

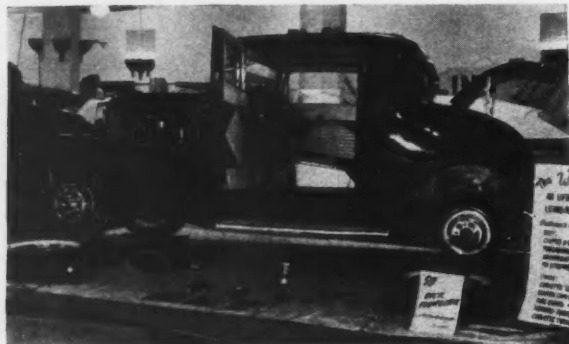
Bill Zahora scores with the best rod of the year — while Carl Casper sweeps the custom car division. Top show-cars shared two floors of glamour and spotlights with model builders, special automotive displays and the star studded "Teen" show to make the 3rd Annual NHRA National Custom Car Show the biggest of the Big Shows!

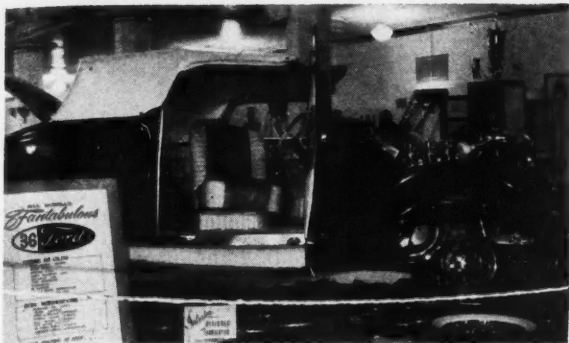


Deaner Probst's full dressed '33 Ford convert coupe (upper left) showed spectators at Natl. Show just how far you can go with creative and mechanical ideas. The flashy rod charmed the judges too, netting Deaner a beautiful 2nd place trophy in the Altered Roadster division. Paint is Fire Engine Red/White.

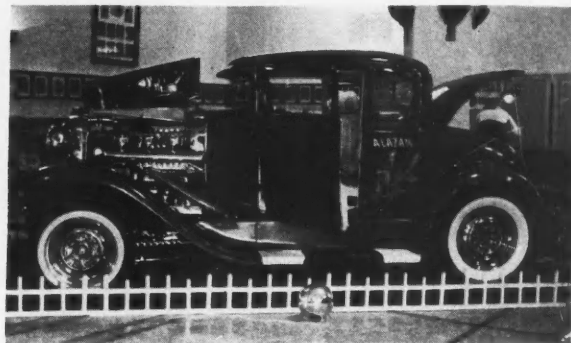
John Hansard scored with first place in the karting division with the beautifully detailed, special-built show-kart above. Practically every component on the sleek machine is hand-built.

Altered Coupe/Sedan winner was Dick Bourgerie's '31 Chevrolet coupe (left). Sanitary early model show car, featured a potent Chevrolet V8 powerplant, chopped top and a radical interior.





Bill Zahora has been working for a long time to capture the Best Rod title; this year proved to be it. His fantastic '36 Ford which has won many sweepstakes, was crowned BEST ROD for '61.



It's pretty hard to judge a competition coupe/sedan class when Howard Mitchell's Model A is among it and not come up with more points than needed for 1st place; also won Best Engine.



At the height of excitement is Carl Casper who's Chev won CUSTOM CAR OF THE YEAR. Al Hickman makes presentation.



Chopped '54 Oldsmobile custom of Ralph Ferks placed second next to Casper in Full Custom division. Some thirty-five thousand spectators crossed the turnstiles at this year's Third Annual NHRA National Custom Car Show held in conjunction with Natl. Drags.



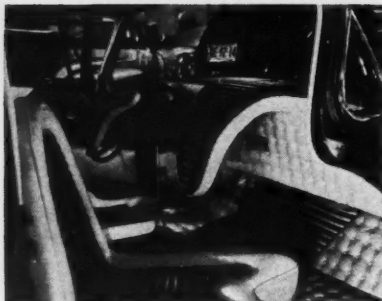
The Dobeckman Company, manufacturers of the new and revolutionary "Metal Flake" paints were a hit of the show. Crew of specialists were on hand to thoroughly explain application techniques and colors available. Metal Flake is a sparkling material which customizers predict has a bright future in the custom painting field.



Joe Patterson's cleverly restyled Corvair custom tied for second place in conservative custom class - it was a real beauty!



Ron Flaugh's sharp '40 coupe with its beautiful backdrop display was second floor attention getter—won 2nd place C/S.

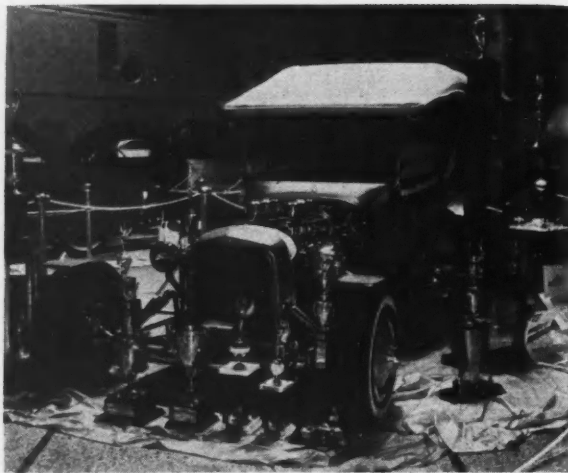


Very plush, radically designed interior of Lee Well's Ranchero was given the BEST UPHOLSTERY Award. Any questions?



One of the Natl. Show's most coveted awards is the "Body Shop Achievement Award." It was won by Alexander Bros.

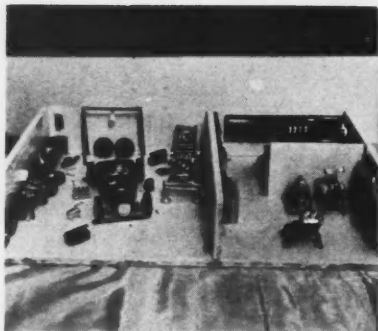
1961 NATIONAL CUSTOM CAR SHOW



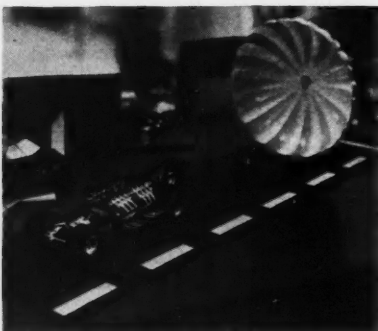
Harry Marriecki's "T" Ford was a star of the roadster class and came through like a champ, winning first place trophy. The pert street rod featured mighty fine workmanship—see page 42.



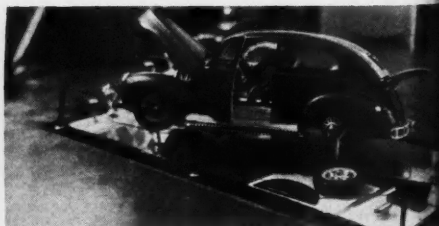
Carl Casper's '51 Chev has been under the torch for several years and now features some exciting body work. It's a full custom in the fullest sense and has an interior to match the exterior.



Model car builders played an important part in the "Big Show" and it was 14 year old Stan Thompson who won BEST DISPLAY with this clever garage/workshop scene.



John Raferty, age 15, built this replica of Tommy Ivo's four-engine dragster with full canopy chute and all. Shifters Club was also present with sharp model display.



Gary Cummings, age 16, walked off with big Sweepstakes Trophy for this beautifully detailed '40 Ford sedan. AMT model featured swivel interior, body work, display.



Stacy Thompson's special built model roadster resembled CAR CRAFT's "Dream Rod" of last year. Futuristic model was carved from balsa; detailed out with pieces from other kits.

7th annual NATIONAL DRAGS

By Tex Smith
and Bud Lang

N.H.R.A.'s Big Go for 1961 drew 900 of the top names in dragging from 40 states. One of them was called Pete Robinson—a name now meaning “Top Eliminator”



White BM/R of Jess Van DeVenter and A/R of Walt Knoch, both class winners, charge off for Middle Eliminator honors. Knoch won at 151.77 mph.

IT SEEMS LIKE only yesterday that the officials of the National Hot Rod Association announced that the 7th annual championship drag races would be held at the newly completed Indianapolis Raceway Park located near the famous Indy '500' Speedway. Emphasis placed on the competition points system by contestants in both stock and competition classes inevitably played a major role in making the now historic drag meet the success it was. Over 900 entries, of which more than 100 were dragsters, were filed with the NHRA office before deadline date. Top dragging names from 40 states planned to be at the fabulous IRP facility, one of the finest in the nation.

Quite a few dragsters entered had been consistently turning in the 8 second bracket and the 170 mph range on their home strips, and these feats combined with an excellent course and a high degree of humidity, competition was expected to be extremely close. It was only a matter of time and elimination before the biggest gun of them all would be on top. As with every big meet, there are always many competitors who are unheard of outside their own domain, just more hotrodders swelling the ranks. At the '61 Nationals one of these “no-names” began to draw attention to himself as a big threat about halfway through the meet. And by the time it was all over, this unassuming engineer from Atlanta, Georgia, by the name of Pete Robinson, held the title of Top Eliminator of the hottest gathering of gas-burning machines ever to assemble.

(continued on following page)

Only once before has a hot rodder who was virtually unknown in drag racing circles dominated the field at a Nationals event. This was Melvin Heath of Oklahoma, who knocked over the big boys unexpectedly during his second trip to the Nationals. In Robinson's case however, this was his first attempt at running a dragster in what might be termed the big time. At two previous appearances Pete ran a '40 coupe, a quite different class.

His entrance into the dragster field began only this past spring when he and friend Bill Word decided to build a dragster to advertise Pete's new competition supercharger drive and quick-change for Chevrolet differentials. They settled on a Chevy engine to power the new Dragmaster chassis and proceeded to build one of the quickest set of rails to hit any strip. It might be of interest to all that this machine has yet to run in the 9 second or slower range. All gas runs to date have been in the 8 second bracket. Let's get back to the beginning and run through some of the many highlights of the races to get a first hand glimpse of what occurred at this memorable meet.

The tech inspection area opened for business on Thursday under the direction of Farmer Dismuke and his crew of tech inspectors assembled from across the nation. Actual racing was not planned for that day but the Dodge Dealers Assn. presented their successful Dodge Performance Day for the press representatives from the Midwest. The Chrondek clocks in the air-conditioned three-story D-A Lubricants' timing tower were worked overtime as newspapermen and broadcasters tried to run the wheels off various Dodge and Lancer cars assembled for the purpose. Treated to a first-hand feel of organized drag racing, the working press were extremely pleased with the organization and conduction of this big NHRA meet.

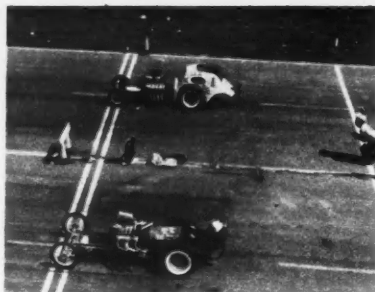
A good share of cars were rejected while going through the tech inspection line, but all for good reason. How thoroughly the cars were subjected to the eagle eyes of the tech crew may be pointed out in this fashion. Out of an estimated 18,000 runs at the Nationals,



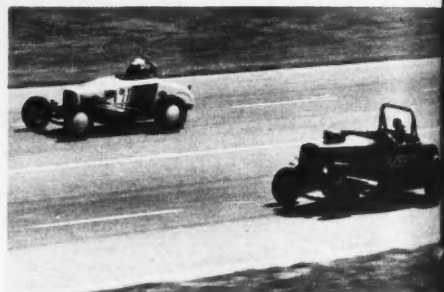
7th NATIONALS

Jack Chrisman in the twin Chev Howard Cam Special takes the lead over Pete Robinson's red Dragmaster rail in spectacular AA/D runoff. Pete's dragster runs single Chev, is cammed by Crane. Turned 8.86, 170.77.

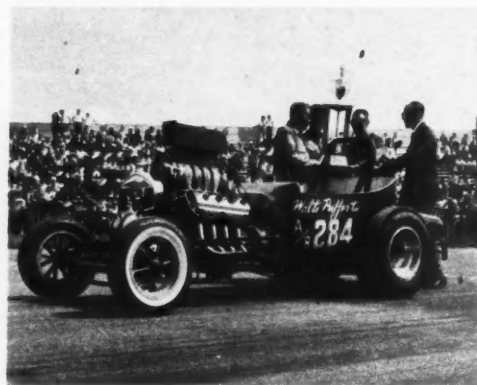
Preparing to charge on final Top Eliminator heat is Pete's Engineering "South Wind" and Bob Carroll in Custom Auto Parts "Fiat Bug" A/C at lower left. Robinson took it with an 8.92 e.t. run. Below, Willis Ragsdale's '27 "T" noses out Milton Potter's AS/R for Little Eliminator title. Both cars won their class titles earlier.



Photos by Rickman, Brock, Smith



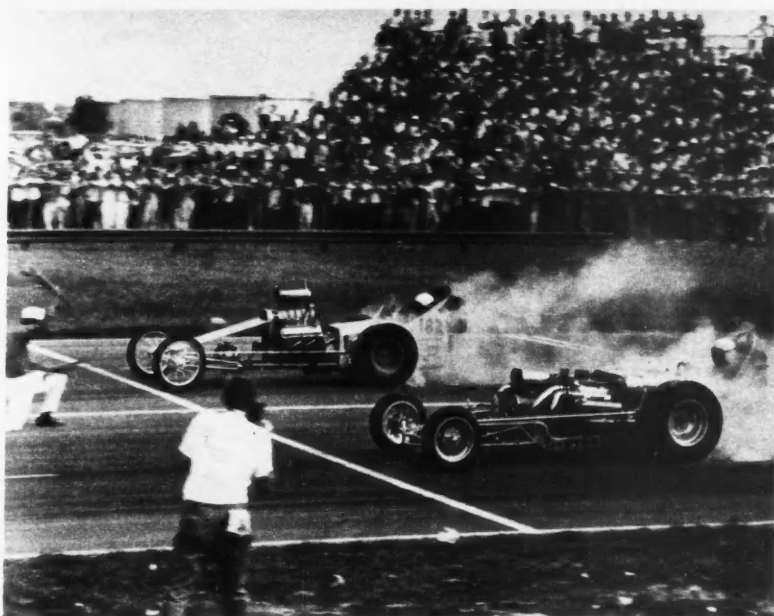
Second time out, Walt Knoch and son blasted to A/R victory in 10.20 e.t., 155.97 mph win, also captured Middle Eliminator title. Chassis Research rails are cloaked in '23 "T" bucket of fiberglass. Glenn Barnes, Coca Cola Co. representative, presents crew with trophy for Middle Eliminator win. Coca Cola Company is repeat sponsor.



only three accident possibilities were noted, twice when cars wiped out the center timing lights at the finish line and one when a drag chute failed to perform properly and the car had to use the extended stopping area. The Hurst-Campbell Corporation provided a big van repair shop in the pit area for benefit of the rodders. The Indy distributor for the Lincoln Electric Company brought out some portable

arc welding equipment which saw plenty of use as roll bars and scattershields were fabricated. Autolite and Champion Spark Plug companies provided these items for a vast majority of the rodders on hand while D-A Lubricants constantly filled requests for D-A Speed Sport Oil.

Early Friday the team of Gene Adams and Tom McKewen set the pace with a top speed of 170.45 mph in 9.03



Tom McKewen in the McKewen-Adams blown Olds rail faced Dode Martin in his twin Chevy, Two Thing, but managed to win despite the odds. Tom lost a cylinder wall, ran without aid of water. Tom hit 170.45 mph.

Jr. Garrison, Murray, Ky., accepts special engine award of new Pontiac from George Hurst, Hurst-Campbell Corp., for his victory in Street Eliminator. His "Wicked Willies" runs '57 Chev mill, turned 12.42 e.t. and 112.60 mph for B/G win.



George Hurst congratulates Jack Chrisman, driver, Jerry Johansen, mechanic, of the 2-Chev engined Howard Cam's Spl. Jack won T-Bird for taking '61 World Champion Competition Points title, plus 7-foot trophy. Sears, Roebuck Co. awarded to Jerry a 177-piece tool outfit.



seconds. Adams was a part of last year's winning Albertson-Olds combination and this new car has many 8 second plus runs to its credit. Jack Chrisman followed with an e.t. of 9.22 at 165.44 mph, then Mickey Thompson with an e.t. of 9.57 and top speed of 156.52, Dode Martin's Two Thing at 169.17 mph in 9.10 seconds. Al Carter of Oklahoma City was pushing his Chrysler powered A/Roadster through

the lights in the 150 mph range while Walt Knoch's new Puffer A/Altered was nudging the records with runs in the 154-plus mph range and high 10's.

Though these cars were burning up the strip the most pleasing performances, spectator wise, came from the stockers. This is only natural since most of us drive stockers and about half the cars entered in the meet were in these classes. And when stockers the likes of

Mickey Thompson's Optional/Stock Pontiac driven by Hayden Proffitt and Don Nicholson's 409 Chevy blast through the lights at 110 to 112 mph in the low 13 seconds, you know that these cars are hauling. A majority of the stockers were Chevys, with Pontiacs, Fords and Dodges in close pursuit.

Even in the lower stock classes which normally go unnoticed the crowd reacted to each favorite with wild enthusiasm. One example was in the hotly contested H/Stock class where a 1960 Valiant cropped up as a potential winner. After just one elimination run the little white compact had suddenly become the favorite and it lived up to all expectations, pulling owner Charles Gross of St. Claire Shores, Michigan, to a win in 15.96 seconds at 85.06 mph. Another compact in the winner's circle was the '61 Corvair of Dave Bassett in J/Stock class. Its winning speed was 78.46 mph in 17.44 seconds.

The big favorite in B/Stock class was Bruce Morgan of San Gabriel, California, who was leading the stockers in the point battle for the Stock Championship prior to this meet. When the final two stockers appeared on the line, it was Morgan and Richard Hilt of Lafayette, Indiana. It was close all the way, with Hilt breaking the finish beam first, accompanied by a roar from the spectators. Still, it turned out, Morgan had enough points accumulated to win the championship and the '61 Pontiac presented by Hurst-Campbell Corporation and set up by Royal Pontiac of Michigan. During the technical tear-down to certify the cars legality, it was discovered that Hilt's car was running improper valve spring retainers and was technically disqualified. Does this point seem minor? If so just when does deviating from stock end? Stock means stock in any man's book and that is the way the races are run. A few other winners were disqualified for similar small breaches of the rules but all will agree that the rules are for everyone, not just a few.

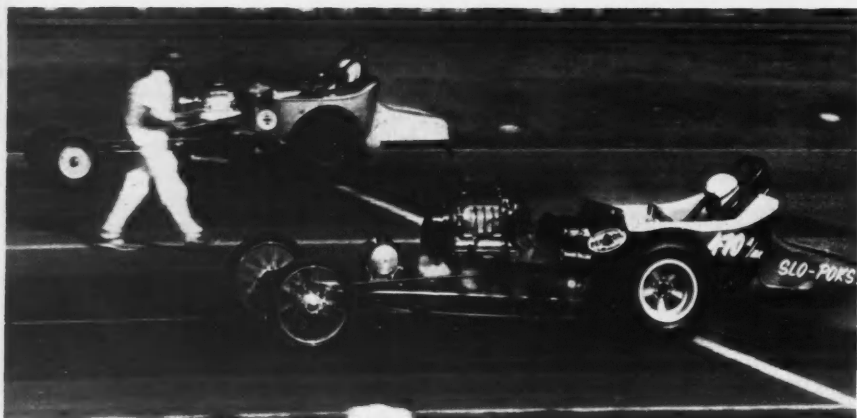
Hayden Proffitt took the big Optional/Super Stock class with a top speed of 110.29 in 12.55 seconds. Before he had a chance to even start down the

(continued on following page)



7th NATIONALS

Left. Gleaming '61 Pontiac set up by Royal Pontiac, Royal Oak, Mich., awarded by George Hurst makes the day bright for Bruce Morgan, '61 National Stock Points Champion. '57 Chev is 283"



Top Eliminator Pete Robinson, Atlanta, Ga., receives congratulations from NHRA prexy Wally Parks for his splendid performance. Pete took AA/D class, set low e.t. of meet, then topped these with his Top Eliminator win, all with 352 inches!

The Albright-Davis blown Ford at far left, from Corpus Christi, Texas, dropped this run to the blown Chev of Skeans & Pickering, Vancouver, Wash. Dave Skeans holds e.t. for A/MR class at 9.68, took class at meet, hauled longest distance.

return strip from this 12 second run, NHRA's fuel expert Dean Hill was under the hood taking a gas sample with a hypodermic needle directly from the carb dump tubes. It checked out perfectly, straight gasoline.

With the stock eliminations out of the way all attention returned to the competition cars. Four dragsters had tied for top speed of the meet with runs of 170.45 mph. They were Joe Shubeck of Lakewood, Ohio, Dode Martin of Cal., McKewen Adams of Calif., and Texan Eddie Hill with his twin engined Pontiac. Right behind them was Jack Chrisman with an e.t. of 9.01 at 169-plus mph. All day the e.t.'s had been bordering on 9 seconds flat, quite spectacular for so many cars to be running nearly identical e.t.'s and speeds.

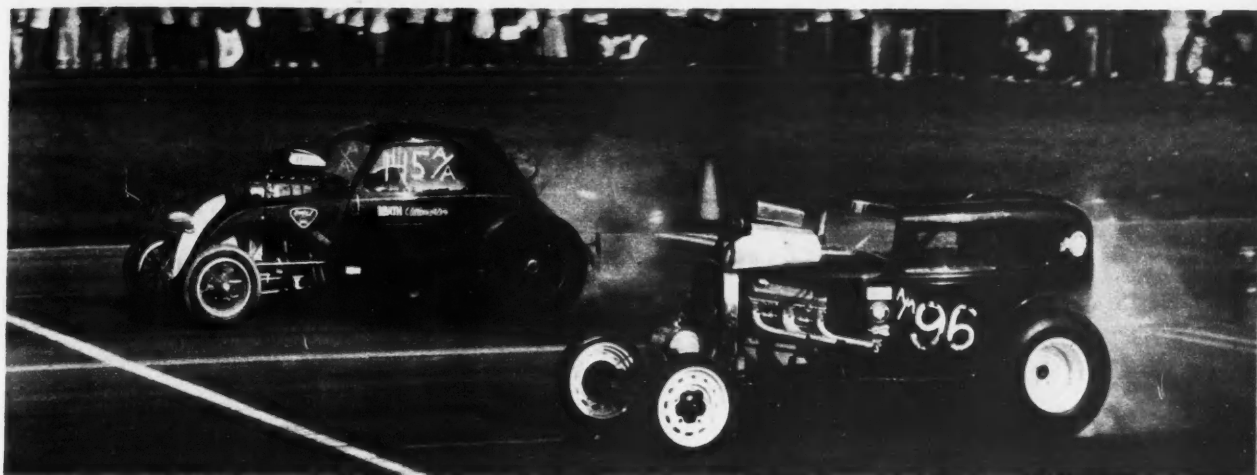
About this time we heard from event director Ed Eaton about a single engine car that has been posting times in the middle 8 second bracket on every run. In keeping with NHRA policy, questionable times are never announced until

every bit of doubt has been removed. Consequently these times had remained unannounced all day Saturday.

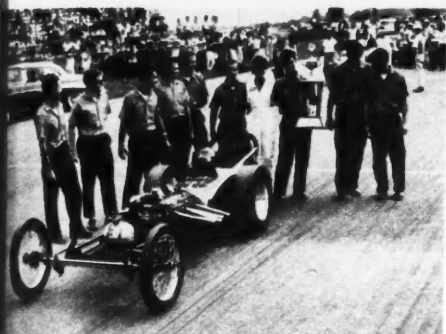
The Raceway gates were opened at 6 a.m. on Sunday with the races getting underway at 8 a.m. Nearly 40,000 spectators jammed the quarter mile of stands, waiting to see what was expected to be some of the hottest runs made so far. Not having to wait too long, the single-Chev engined Robinson rail blasted through the traps in a right big hurry. When the loudspeaker crackled out that he had just turned 8.52 seconds, previously sparsely occupied dragster staging lanes were suddenly filled with machines ready to go. This little Georgia cotton-picker was the same rail whose times remained unannounced for the previous two days. This seemed to start the ball rolling because all of the big cars suddenly began cranking e.t.'s well into the 8 second range. Evidently someone was holding back, not wishing to make too big an impression, reserving their power for the final showdown.

Taking the C/Altered trophy, his fifth straight Nationals win, was Billie Rasmusson of Texas. Bill runs a '53 Dodge-powered Fiat coupe. Eliminations proceeded smoothly through the day. At intervals throughout the meet, Tommy Ivo fired up his big four-Buick-engined Valvoline Special for exhibition runs. Talk about four big smoking slicks, they cut a path for the entire quarter mile!

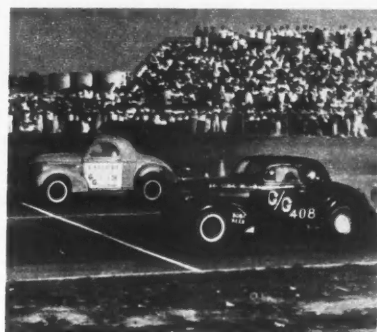
Tom McKewen eliminated one hot competitor after a bad start while Pete Robinson followed Eddie Hill, a great drag veteran, off the line. Hill led Pete almost to the lights when the terrifying little 352-cubic-inch Crane-cammed Chevrolet really came on. Hill's car was equipped with four slicks on the rear and had actually melted the asphalt at the starting line on take off. Following other runs, Jack Chrisman came to the line against Pete. A hush fell over the crowd as they anticipated the winner of this race of races. Newcomer Pete Robinson with his little Chevy against Na-



'59 Olds power hauled the Ratican, Jackson, Stearns, Reath Fiat-bodied A/Altered to win over Charles Scott of New Orleans, La., in his Austin. California Fiat hit 152.28 mph in taking class with 10.45 second e.t. Fiats were predominant in this class.



Attired in red shirts, black slacks, the crew of Marino Monjure gather around his beautiful Chev-powered B/Dragsster with Barbara Livingston of the NHRA. Group won the Car Craft Magazine trophy for Best Appearing Car at the '61 Nationals.



Right. Pete McNichols drove his Valiant powered Willys to victory over the Chev 6 of Bob Reed, Dayton, Ohio. 183" mill in Willys consistently turned 7500 rpm.

tional Competition Points Champion Jack Chrisman in the big twin-engined Howard Cam Spl. Both cars left the line hard, the Howard car's twin Chevs lifting the front wheels off the ground for some distance. Chrisman was way out in front, then as they neared the lights a set of red rails waved as Pete passed as if that was the only sensible thing to do!

Time marched on and the two remaining cars in AA/D class were Robinson and the McKewen-Adams car. As usual Robinson was last out of the hole, but he wasn't losing any ground on the big blown Olds. At the lights it was the Georgia Peach, winning with a top speed of 170.77 in 8.86 seconds. Just about that time the value of the Confederate dollar soared. Several earlier runs by Robinson were in the 8.44 second area but were discounted because the front wheels jumped the initial timing lights. This occurred quite frequently so Ollie Riley of the Chrondek Company and several officials teamed up

to get the most accurate e.t. possible. Pete officially set an 8.68 second e.t. for a low time. The Dragmaster Two Thing with Dode Martin at the helm set a top speed at 177.16 mph.

Come Monday, Walt Knoch's A/Roadster, winner of his class with a 10.20 e.t. and a run of 155.97 mph, followed through with a Middle Eliminator victory. Little Eliminator went in an upset victory to Willis Ragsdale's Chevy powered "T" B/Roadster. Junior Garrison of Murray, Kentucky picked up the Street Eliminator crown. Wild cheering greeted the fifty fastest stockers when they lined up for Stock Eliminator runs. Surviving the rugged competition was Frank Dade in a '61 Dodge entered by the Ramchargers Club of Fort Wayne, Mich. He later experienced trans trouble running off against Don Nicholson's Chev. But, after a tear down, Don's car was disqualified on a small technical count.

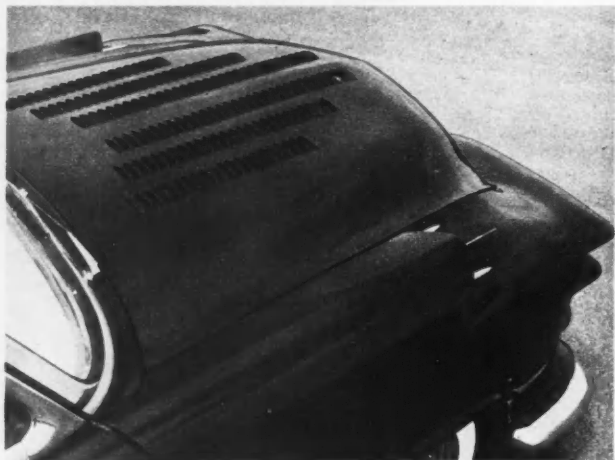
Top Eliminator found the "Fiat Bug" of Bob Carroll, an A/Competition coupe

from Marietta, Pa., matched against Pete Robinson. In a repeat performance, Pete got away late, came through where it counts, at the final lights winning with a time of 8.92 seconds and a top speed of 169.49 mph. It seems he went just fast enough to take each race, no more, no less. But however you look at it, when you're trailing a pair of big engines with 2½ times the cubic inches, it takes lots of power to fly by at the top end when these dual-engined cars are usually just coming on.

Another chapter in drag racing has closed with the ending of the 1961 National Championships, but a new one is opening up for that Georgia Peach from Atlanta, Pete Robinson. In his own quiet way, he appeared without publicity, proceeded to conquer all who came his way, attesting to his engineering ability, and returned to the South as humble as he came. But now he is the National Champ and for sure he will receive his share of challenges in the future.

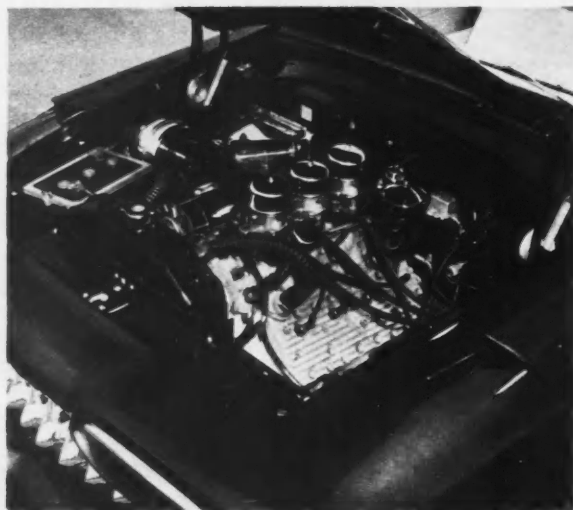


Dave Pugsley built this custom Ford for his wife to drive – after winning three first places she now wants to...

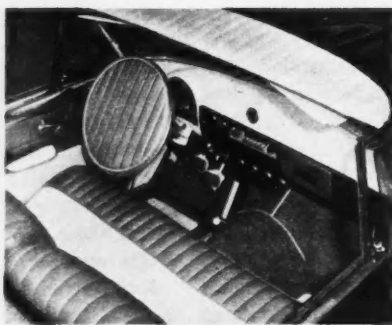


This '53 Ford Sunliner was originally built for a customer by Dave Pugsley, employee of Fulmer Used Cars in Corvallis, Oregon. Wrecked, Dave traded one lonely Stude for it and began rebuilding over a period of nearly two years. The car was built for wife Donna's use, but she wants to keep it strictly for the shows.

Frenched bumper bolts, '56 Packard rear lenses set off clean rear end. Lacquer in candy purple is set off by chrome Kelsey-Hayes wire wheels from Stude. Side trim is combo of Rambler, Impala. 4" blocks and Service Center spindles drop Ford down low. Lakes pipes exit from fenders.

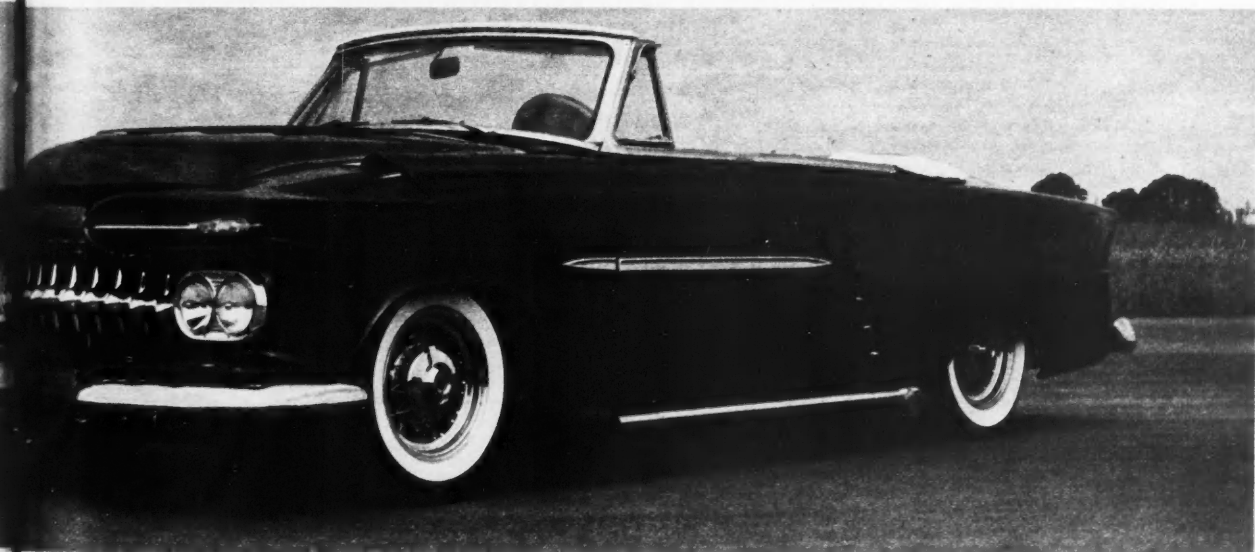
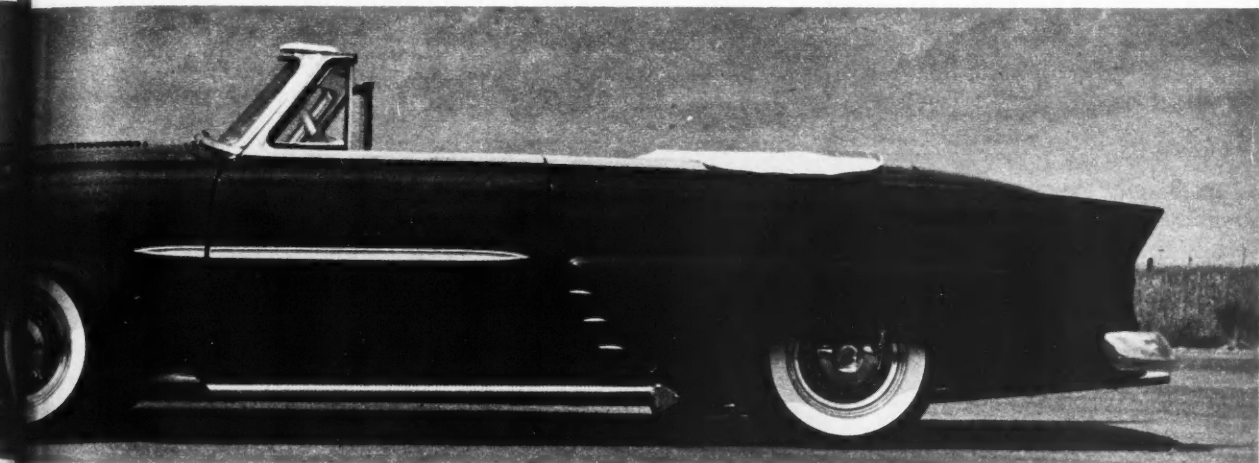


Dave built the entire car by himself, but had to farm the engine department to Salem Speed Shop, in Salem. Flathead is punched, stroked to 286", runs a trio of Holly pots on Edlebrock manifold, other goodies. The pleasing interior was done by Chuck's Auto Upholstery, Ken Steele.



Photos by Pete Sukalac

SAVE IT FOR SHOWS



After rebuilding car from wreck, Dave began to cut and remodel the front end. Withstanding wise-cracks from a multitude of his friends he continued his job of restyling the old "Ford." Of course by using frenched '55 Pontiac bumpers, '53 Chev grille teeth, '59 Chev lights, '53 Stude upper grille bars, '55 Pontiac pans, it just isn't a Ford.

Going along with the radical front end is a pancaked hood with rounded corners, a soft peak parting six rows of louvers. Fender scoops sport pair of aerials, small teeth. Dave kept his customizing cost down somewhat by trading everything imaginable with his customizing buddies.

NEW SOUP FOR THE LANCER-VALIANT

CHRYSLER CORPORATION'S SLANT SIX-CYLINDER ENGINE GETS A FANTASTIC
50% HORSEPOWER BOOST FOR A RELATIVELY SMALL INVESTMENT



BY ROGER HUNTINGTON

IF YOU WANT one of the best-performing and handling compacts on the U.S. market you can order a Plymouth Valiant or Dodge Lancer with the optional 225-cubic inch block. If you want to add bolt-on speed equipment on top of this, for even better performance, your choice is tougher. You can take a short step forward with the new Edelbrock dual-carburetor manifold; you can take a very expensive leap with the \$463 MoPar dealer-installed "Hyper-Pak" kit...or you can go to Jim Kuhl in Mt. Clemens, Mich. and let Kuhl Enterprises get you just about the same result for \$200, installed.

I've ridden in Kuhl's Lancer demonstrator, and I can assure you the job is a bargain at the price. This car has turned 15.14 e.t. and 90.54 mph against the super-accurate Chronodeks at Detroit Dragway, with 3.55-to-1 rear end gears and no limited-slip differential! (Tires are 7.00/13 oversize for better bite.) Gas mileage is hardly affected, the engine idles down smoothly, has good throttle response at the low end, starts up cold with quick warm-up, and appears to be very reliable. Seems like

a fine street-strip compromise package. Here's how Jim does it...

In the first place, Chrysler's new slanted 6-cylinder overhead-valve engine (225 and 170 cu. in.) was designed primarily for economy, not performance. But it was a clever compromise. There are many areas where the design engineers obviously allowed for future performance increases, where it wouldn't seriously affect present fuel economy. Thus, with a few relatively minor changes, this engine can be made to scream. This has been proved conclusively by the fantastic performance of Lee Petty's special Daytona Valiant engines. These develop approximately 190 hp at 5800 rpm from only 170 cu. in.; the race-modified Valiants they were installed in are said to have 0-60 mph times of under 7 seconds and top speeds near 132 mph! There should be no question about the *potential* here.

Unfortunately the current MoPar Hyper-Pak performance kit is only a shadow of the original Daytona equipment. The split exhaust manifolds and large ram-type intake manifold with huge Carter AFB 4-barrel carb are about the only parts that were retained.

The Hyper-Pak camshaft is necessarily much cooler for the street, the head ports are not changed, and the Daytona high-dome/10.5-to-1 pistons could not be used because of costs and production difficulties of installing them on less than 1 percent of the engines on the assembly line. This is why the Hyper-Pak kit is dealer-installed only (not available on new cars coming off the assembly lines) — and why it uses the standard head and pistons and mild 8.2-to-1 compression ratio.

But Jim Kuhl does something about these problems. Consider carburetion: The stock Ball & Ball single-throat carb has only 1.23 sq. in. of venturi area — which is just out of the question for any real performance. It's got to go. But why go to the expense of another complete manifold, two carbs, or an expensive Carter AFB 4-barrel that has twice as much venturi area as this little engine could ever use?? All Jim does is to take the stock manifold, mill off the stock single-throat carb mounting flange, cut a large square opening where the flange was — then drill and tap the manifold to accept a simple plate-type adaptor for a smaller

4-barrel carb. Nothing to it. He has chosen the Stromberg Type 4-AUV carb as used on '53-'54 Buicks. It's relatively inexpensive, widely available, easy to work on, and the 1½" venturis give a total of 3.34 sq. in. of area — which is plenty for this size engine, even with a wild cam. (The Carter AFB has about twice this area.) This method has the further advantage that we keep the stock manifold exhaust hot spot, which gives quick warm-up in cold weather. (The Hyper-Pak manifold has no exhaust heat.)

Then there's the head. Jim considers a compression boost as an absolute must for top performance with this engine. But instead of the expense of special high-dome pistons, he merely mills the head an unspecified amount to raise the ratio from 8.2-to-1 to somewhere between 9.5 and 10-to-1. Premium fuel is required for the drag strip; but he has gotten along nicely on the highway with regular (though you can't lug it at low RPM). They also match the port openings between head and manifolds (this engine seems to be notoriously bad on this angle), and some small amount of grinding is done in the ports and around valves in the combustion chamber. Breathing is substantially improved — and the boost in compression pressure can be almost felt right in the car seat.

Camshafts are reground by an established Detroit cam manufacturer to timing somewhere between the Hyper-Pak cam and the all-out Daytona racing grind. (Kuhl doesn't divulge the actual timing and lift.) But the resulting timing seems to give excellent breathing at the top end, fair torque at medium speeds, and the idle isn't bad at all. The stock solid valve lifters and springs are retained. The lift and rates on the cam are apparently mild enough to get away with this — at least up through 6000 rpm. The Hyper-Pak cam uses special stiffer springs, and is said to go to 6600 without float. Kuhl's setup won't go this far with stock springs; but you can get a lot of performance without exceeding 6000. And the costs are reduced substantially.

Jim's reasoning on the exhaust system is especially interesting. The stock exhaust manifold has nice, smooth, curved bends from each of the six ports; but there is only one outlet at the center, under the carb hot spot. It's not a bad manifold design. The Hyper-Pak manifolds have larger passages and are split into two sections,

with two outlets. For Daytona these dumped into two open outlet tubes. But for the street installation the two outlets Y into a single tailpipe, with reverse-flow baffle-type muffler. Jim figured if he could reduce restriction down-stream of the exhaust manifold he could get practically the same result with the stock exhaust manifold as they get with the Hyper-Pak — at a lot less cost. So he just uses large 2" o.d. piping all the way back from the manifold, with two straight-through glass-pack mufflers in series to get about the same noise level as one reverse-flow. It seems to do the job very nicely.

Jim Kuhl took pains to check the drag strip performance of his '61 Lancer hardtop carefully before and after the engine change — also several typical road test times. He knows pretty much what the changes did for him. Here's what he claims:

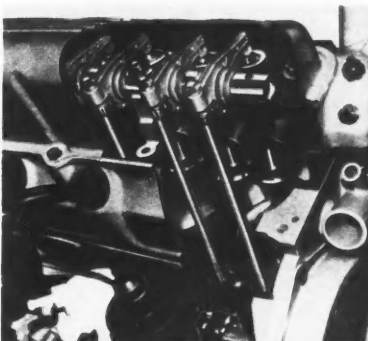
	Stock	Modified
0-60 mph	12.2 secs.	7.5 secs.
Drag Strip e.t. ...	18.0 secs.	15.1 secs.
Trap speed	76 mph	90 mph
Top speed	102 mph	123 mph
Gas mileage,		
highway	21 mph	21 mph

Close as I can figure the 225-cu. in. Charger engine put out right around 115-120 hp before the change. After the change, judging from the drag strip performance, he was getting an honest 180-185 hp at the clutch at perhaps 5500 rpm. (This is with open exhaust and no fan.) This is better than a 50% power increase — which is not bad in anybody's language these days. The standard Hyper-Pak on the 225-cu. in. block is rated at 196 hp at 5200 rpm. Performance tests indicate it puts out somewhat less than this when installed in the car. In other words Kuhl is getting just about the same performance with his relatively-simple modifications as you would get with the expensive Hyper-Pak kit (that would cost an additional \$75-\$100 for dealer installation) — and about the same as you would get with the all-out Daytona equipment on the 170-cu. in. block! (Actually a little more because of the effect of the higher low-end torque.)

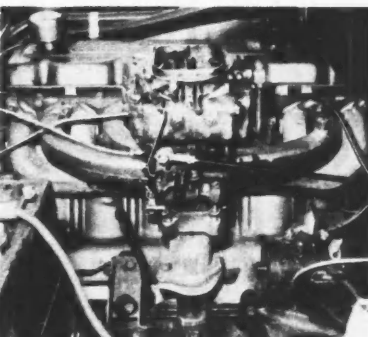
Kuhl figures to sell all the necessary parts to make up his "Hyper Six" kit, on an exchange basis, for a flat \$200. He will do the installation himself, in his own garage, for the same price — by advance appointment. He guarantees the stuff for a period of 90 days or 4000 miles, whichever comes first. It sounds to me like it would be hard to go wrong.



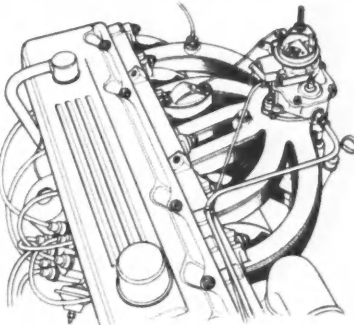
Jim Kuhl, Mt. Clemens, Mich., has developed a practical, inexpensive hop-up method for boosting horsepower 50% on sixes.



Stock Lancer-Valiant valve gear is adequate for 6000 rpm with his reground cam. Using stock springs helps keep cost down.



Stock manifold is machined for 4-barrel carb adaptor, '53-'54 Buick-Stromberg is used. 2 in. o.d. exhaust pipe is adapted.



Stock carb has only 1.23 sq. in. venturi area, Buick has 3.34 sq. in., works well with ample passage area of stock manifold.

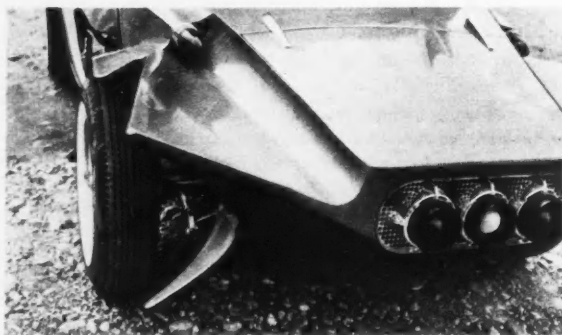
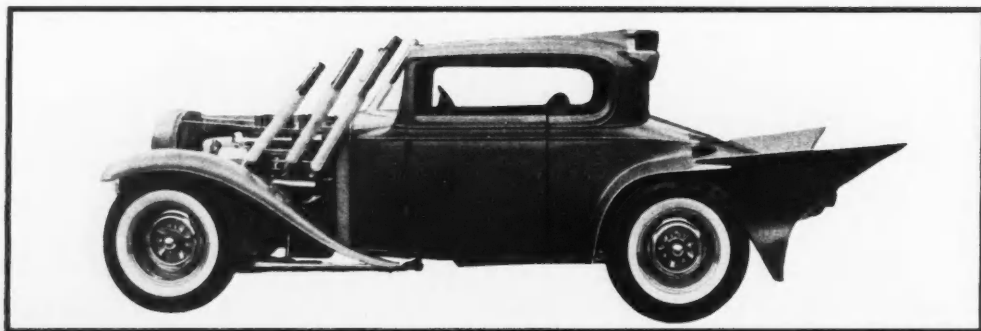
23 DAYS TO WEIRDSVILLE



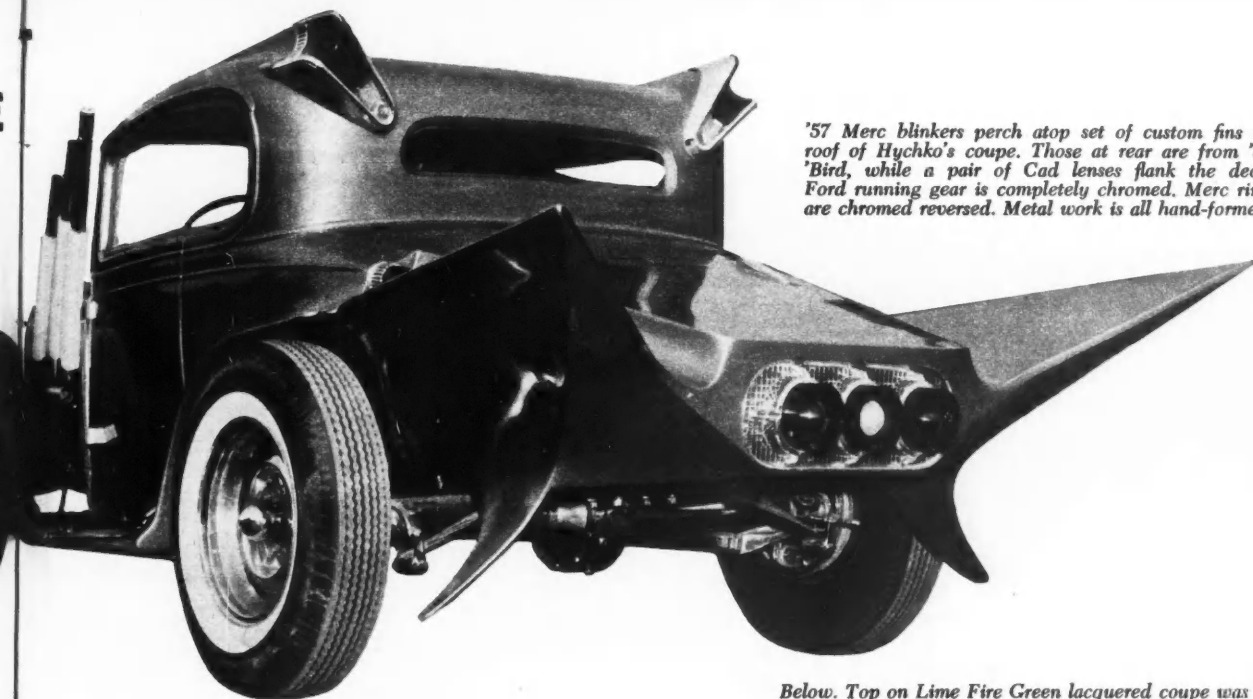
*...that's how long it took
John Hychko and his
Valley Auto Body crew
to create this
unbelievable coupe*



A ninety-five dollar wreck when towed into John Hychko's Valley Auto Body shop in Waterbury, Conn., destined to emerge 23 days later as the car from outer space. This just about covers the before and after photos of veteran custom builder Hychko's entrance into the custom rod field. He's well known for past creations which have won more than their share of Best awards about the east coast and mid-west. At first glance coupe in question appears to be just another Model A Ford. It's not. In reality it's rare '32 Chev, on "A" rails.



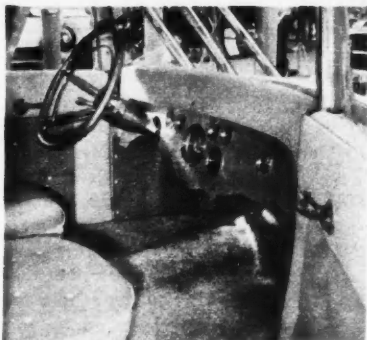
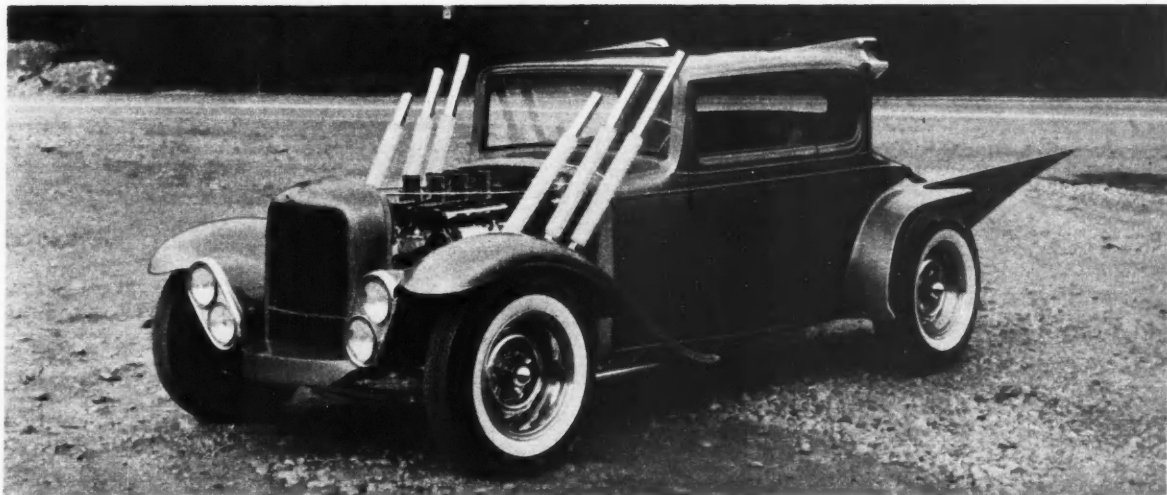
Tail section of '32 Chev really got the ax. Rear fenders lead into a pair of the wildest fins. Body was channeled 8", frame Z'd another 10". Powerplant is '57 Chev with 300 plus inches. Isky cam gets its load from six 97's atop an Offy manifold. Jahns pistons and Spalding Flamethrower ignition, also used.



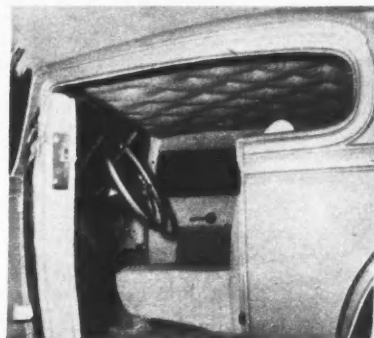
'57 Merc blinkers perch atop set of custom fins on roof of Hychko's coupe. Those at rear are from '59 'Bird, while a pair of Cad lenses flank the deck. Ford running gear is completely chromed. Merc rims are chromed reversed. Metal work is all hand-formed.

Photos by Enrico Guerrero

Below. Top on Lime Fire Green lacquered coupe was chopped 5½ inches. Full windshield was retained by removing the visor. '59 Chev lights were frenched into set of custom buckets astride '34 Ford truck grille. "A" front axle received a three inch drop.

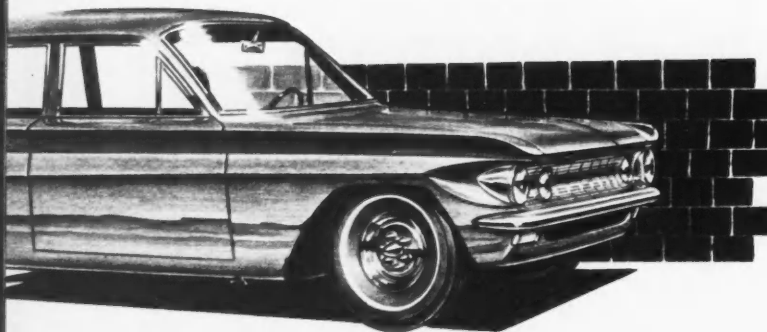


Hotsy Rubbo of Waterbury, Conn., takes honors for the tastefully styled interior of the little Chev coupe. Overhead, like seats and doors, features buttons. The dash panel is extruded aluminum fitted with stock Corvette gauges. The door posts are removed, making this one of the earliest hardtops around. Front seats are Renault. Interior color scheme is green and gold.



RESTYLING

Illustrations & design/by William Moore



WITH COMPACTS AND station wagons becoming the two contemporary types of automobiles receiving the greatest amount of attention from the buying public, we've combined the two, and artist Bill Moore has sharpened up his drawing pencils, pulled out a fresh sheet of paper, rolled up his mental sleeves and gone to work restyling the popular Oldsmobile F-85 wagon.

The front and rear of this wagon have received the most attention, with a new grille up front that's concaved, and contains '62 Plymouth lamps for the inside light housings, and slightly reworked and reshaped '37 and '38 Chevy lights, chromed and mounted in hand-formed, sculptured receptacles for the outer units. This grille could also be used quite well in the "wild" version.

Also on the "mild" wagon, the front bumper and lower front pan are borrowed from another GM compact — the Tempest. The bumper remains stock Tempest, except for removing the overrider guards, while the air inlets on the lower pan are opened all the way across. The parking lights in the Tempest pan remain stock also. Still up front, we'll keep the hood standard, and about all that's left is to rework the front fenders to accept the light housings. Going around to the rear of the car, the bumper is the stock unit, with '60 Corvette tips added. The ridges in the lower pan have been removed and the license plate housing has been recessed. The backup lights are from the F-85's big brother, the '61 Olds 88. The tailgate is left stock except for recessing the handle and incorporating a pushbutton opener. One of the more noticeable changes in the rear of the "mild" version is the taillights, with the stock housings frenched and slightly reworked. The lenses are cut from 1960 Ford units turned on end.

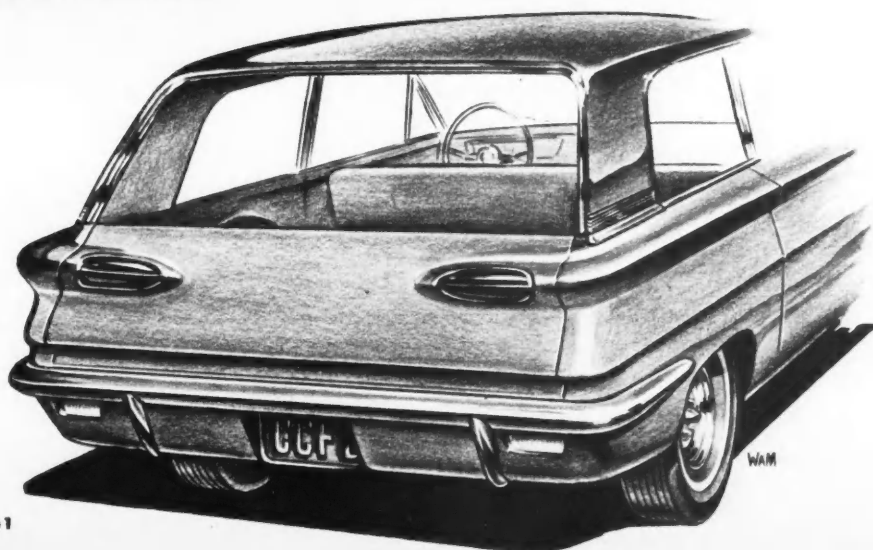
from mild....to wild

the Oldsmobile/F-85 wagon



THE WILD VERSION of the F-85 is a little sporter, and possibly a tow car for the drags, etc. To tighten up the car into a real "compact," the wheelbase has been chopped from 112" to 94", with the accompanying reduction of frame, drive shaft, etc. Moore has turned this wagon into a two-door by removing the rear doors. The rear fenders are reworked, but basically stock, while the bottom sculpture line now goes straight back and wraps around into a '61 Valiant tailgate, which has two blisters added to conform with the top fender line. Housed in these blisters are '58 Corvette taillights. Again, we'll use the stock bumper with the '60 Corvette tips, and the stock rear lower pan with the creases removed, the license recessed and the front parking lights used as backup lights. The rear quarter panels and the back section of the top are from the '61 Ford Galaxie, grafted onto the stock F-85. The front end of the little jewel remains stock with the exception of the grille, which is '60 Mercury, with one center bar being hand-formed. The front lower pan is stock Olds F-85, with the air inlets reworked to remove the standard parking lights, frenching in a pair of '61 Olds 88 backup lights.

The wheels on both cars are reversed, chromed, and use spiders. The small, compact size, plus the wide range of uses to which a station wagon may be put, make this restyled F-85 a desirable piece of merchandise.

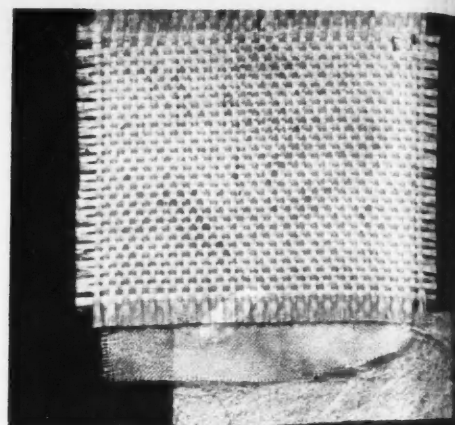


here's how:

corvette repairs made easy and inexpensive by one-piece re- placement parts



Photos by Bud Lang



Reeder replacement parts for Corvettes are all hand-laminated with fiberglass materials as shown above. Matte at bottom is basic material used. Cloth at center is a reinforcing agent, as is heavy roving at top. The large weave of the roving adds greatly to impact strength of the glass.

WITH AN INCREASING number of fiberglass bodied cars, Corvette probably being the number one contender due to their numbers, many auto body repair shops have gradually reverted from the popular lead paddle and torch to a resin bucket and a roll of fiberglass material. This switch was due primarily to the increased number of cars requiring body repairs and a virtual lack of trained fiberglass men, leaving a new field wide open for exploitation. One of the first young men to become a fiberglass specialist on the west coast, where sports cars are very prevalent, is Nat "the Glass Man" Reeder, whose shop is located in Hollywood, California.

During employment at a west coast sports car emporium where he was engaged in engine modifications, Nat became acquainted with the fiberglass trade. Fascinated by this work, Nat eventually worked his way into the body shop. Later, in 1957, he set out on his own repairing stockers and often customizing cars equipped with fiberglass bodies. Due to the high cost of Corvette body and fender panels, he eventually built up a selection of molds for different model Corvettes, which are his specialty, allowing him to make up his own parts, thus offering his customers a considerable savings. These parts are also available on special order for those who wish to attempt their own repairs.

With exception of custom made fiberglass bodies which are one complete piece, production sports cars such as the Corvette feature a body similar to steel units. That is the body consists

of panels or sections that are 'glassed' together as steel bodies are welded and leaded. Here the similarity ends however. In any accident of serious nature, let a fender be smashed on a steel bodied car from the front and you will undoubtedly have to repair not only the fender but the inner fender panel, quarter panel, and door. These parts are solid, attached to each other, and have no flexibility.

Along the fiberglass avenue, the opposite may be held as true. Instead of having to replace or repair a large portion of the car due to this non-flexibility, only the area receiving the impact directly will have to be replaced. Reinforced fiberglass has the ability to absorb a large amount of shock or impact, but like everything else has a breaking point, and this is just what happens. The 'glass will crack under a due amount of pressure, but it will not transmit this shock to other parts of the car. The fender or other part that is struck will bend, before finally breaking, but the parts always pop back into place retaining their original shape. Thus, less body damage is likely to occur in a fiberglass bodied car than in a steel bodied one under similar circumstances.

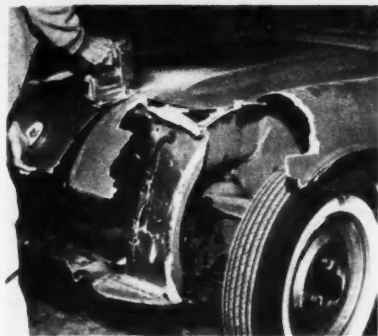
A very important feature about repairing fiberglass is that anyone having the few essential tools necessary and proper knowledge on how to repair a fiberglass car can proceed without worry over warping any panels such as in welding and lead work. Make a mistake in fiberglass repairing, just sand or cut it away and try again, all with no serious consequences to the

pocketbook or final product.

The comprehensive photo story accompanying this article deals with the steps involved in repairing a Corvette, or other fiberglass bodied car, with ready made parts. The car featured was repaired by Reeder Fiberglass with the fender part made from his own mold, which is an exact duplicate of a stock part so there is no worry about the fenders matching. He uses one complete fender part from his mold to repair the car. If stock parts were purchased, they would number four, one being the entire top half of the fender, of which only part would be necessary to repair the car. These four parts would have to be joined together at the headlamp opening, causing more time and materials to be consumed, adding to the cost of the job.

Being equipped to produce stock fiberglass fender parts should prove popular with owners of early model Corvettes who would like to update their cars by inexpensively grafting on late model rear fender tips and taillights or installing a complete '58 Corvette fender and grille assembly to take advantage of the late model styling and quad headlights.

Reeder has also introduced a complete fender and grille shell assembly for '54-'57 Corvette owners who would like to have a stylish custom at minimum expense. So the next time you tire of that stock-looking front-end, think about a change for the better. The steps required to replace or repair fiberglass bodied car parts may be many, but they are simple where patience is shown, and the results are gratifying.



1. With use of sabre saw, cut away torn grille and fender panels at right angles to grille, wheel well openings near rips.



2. Reeder squeegees air bubbles from a part in his one-piece Corvette body mold. First layer is matte, then cloth, roving.



3. Part is slightly larger than damaged area. Use hood for alignment, then mark with chalk along trimmed fender edges.



4. Trim edges with sabre saw, cut new part one half inch short. Using metal straps and screws, fit the fender to body.



5. Install the grille chrome trim for close alignment of new fender part. Hood must be utilized also to insure a perfect fit.



6. Install stock light bucket in fender, aligning it as close as possible before 'glassing the rear to fender with matte.



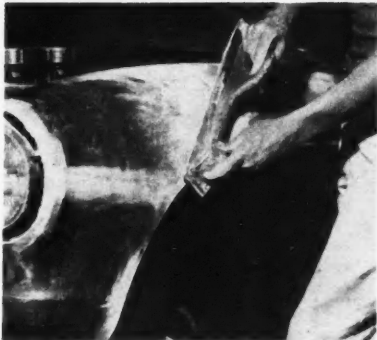
7. Grind inner, outer surfaces of fender and body adjacent to seam. Apply matte to inner side, when hard repeat outside.



8. Grind outer surface down smooth, then block sand. Metal straps are used until underside matte and resin has hardened.



9. Use a plastic filler such as Rez Zin to fill any pits that may be present in the gap just filled. Use a squeegee to apply.



10. Sand seams, edges with block, then go over the entire fender part to remove all mold wax in preparation for primer coat.




11. Mask headlight, apply paint. Reeder replacement parts are all one piece so buyer has less parts to align and match.

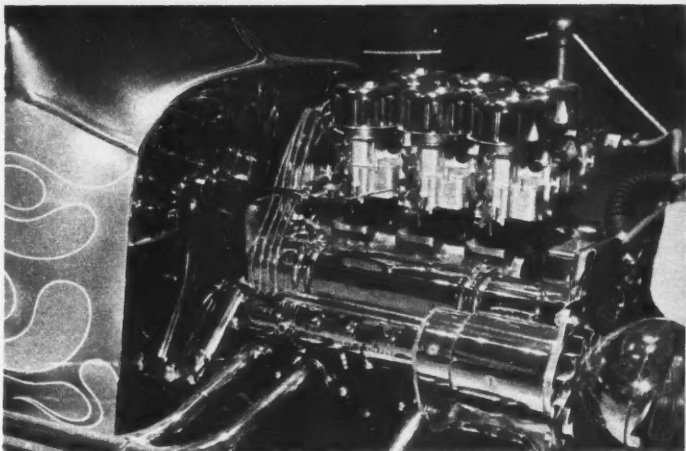


12. Refit the chrome trim after final coat and you're finished. List price on parts for this job is \$178.25, Reeder's is \$85.

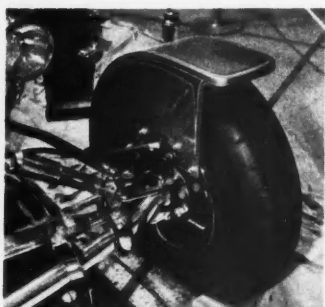
T ROMAN



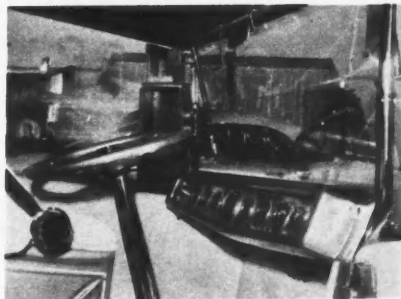
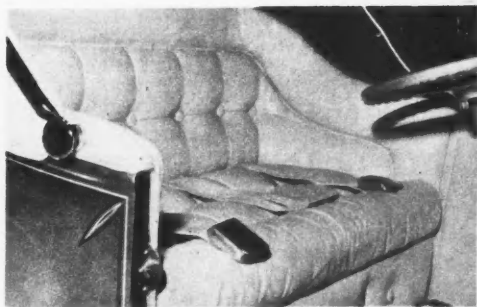
**HARRY MARKIECKI'S MAGIC
TOUCH WITH METAL UPDATES
A "T" FROM 1916 TO 1961**



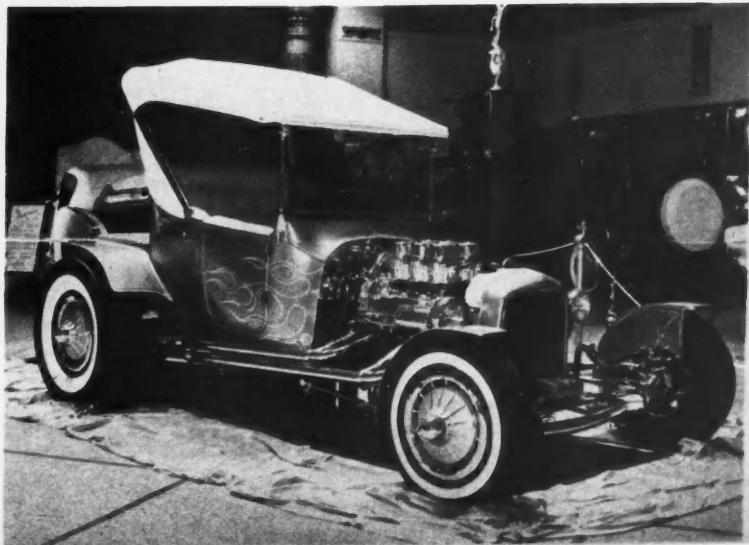
Big, healthy, chromed over '55 Buick mill propels the Trojan "T" of Harry Markiecki around the boulevards of Toledo, Ohio. Unique rear deck treatment is modified '58 Ford lid while a '59 Chev contributed its hood for the hand-formed rear fenders, frenched in.



Front axle is '37 Ford tubular, plated along with the rest of the running gear. Brakes are '48 Ford. Front fenders are custom. White interior cowhide by DeZells Auto Top Shop.



Custom dash is fitted with Stewart-Warner gauges. Rugs are Acrilan. Finish is striking Metal Flake in gold and green. '16 T body is one of beauty. The grille is popular '32.





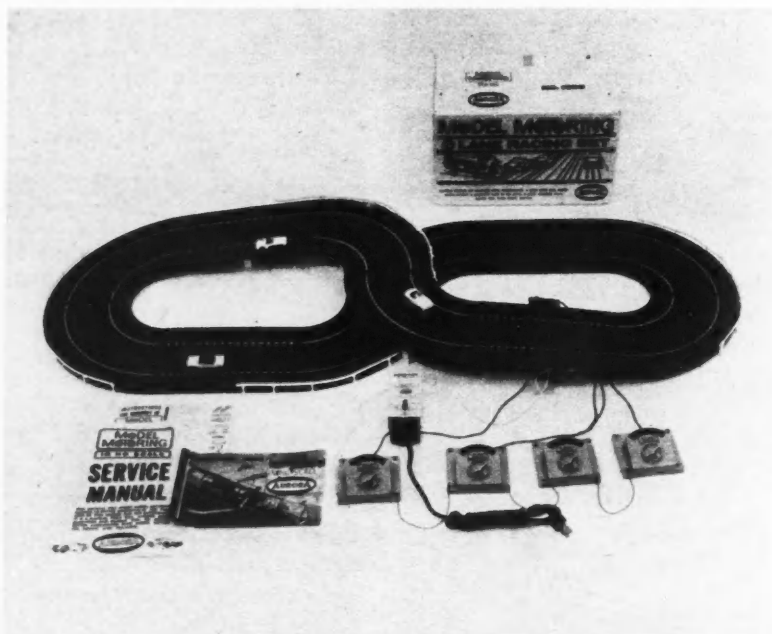
It Only Takes A Few Laps Behind The Controls Of A Scaled-Down Electric Race Car To Discover Why "Slot Racing" Has Become America's Most Exciting Model-craft Sport.... Are You Listening, Santa?!

SLOT RACING

BY BOB ROLOFSON

ELECTRIC MODEL CAR racing has become one of the fastest growing indoor sports in the world. Proposed by an article in the English *Model Maker Magazine* in December of 1954, the sport took the English by storm, and has at long last arrived in the United States. In the early days, the cars picked up driving current from raised, electrified rails, which also served as guides — thus it was called *rail racing*. Inherent drawbacks to this system were the necessity for providing rail clearance (destroying the effect of scale), the unsightly rails cluttering up the course and the unrealistic cornering effect created by the rear wheels lying up against the rail in hard or fast corners.

Slot racing, an entirely new concept of electric car racing, is barely three years old. The formerly raised rails have given way to countersunk $\frac{1}{8}$ -inch wide slots bordered by flush-mounted metal contact strips. These electrified ribbons feed rectified 12-volt DC current to the power unit by way of metal pickups carried beneath the car, which brush, slide or roll, according to the type of pickup system used. The car is guided along the course by a guide pin, or shoe, which drops into the slot. With the rear wheels driving and the guide pin near the nose of the car, it is possible to "drive" the models in much the same manner as full-scale racing machines. This feeling was once expressed by Roy Salvadori, a top-ranked sports car driver, after trying a Scalextric course, "..... it gives me



Built to HO model railroad scale (approximately 1/72nd), the Model Motoring 4-lane racing set is ideal for use as a racing layout or with that HO railroad. Complete accessories such as trestles, trees, houses, etc., are all available through open stock. Powered by a furnished model A-1 Power Pack, it will also operate on any 12-22 volt AC or DC standard train power pack or transformer. MM kits are manufactured by Aurora Plastics Corp., W. Hempstead, L.I., N.Y., range in price from \$16.95 to \$49.95. The pickup system for the current is through twin spring-steel brushes. All four wheels ride on the track, the front ones fixed and the rear wheels driving the car through its electro-magnetic vibrator. A single guide pin permits full spinouts during racing, giving the operators the thrill of simulated competition. The black plastic race track comes in sections and may be fitted together easily through the steel dowel pins and locking pins encased in each piece. Thin, steel conductor strips are embedded in the plastic track sections. Four rheostats allow the same number of cars to run at once with different "drivers" or operators. What'll you have? Jag, Corvette, Mercedes or Bird!

the feeling of real racing, everywhere but in the seat of my pants."

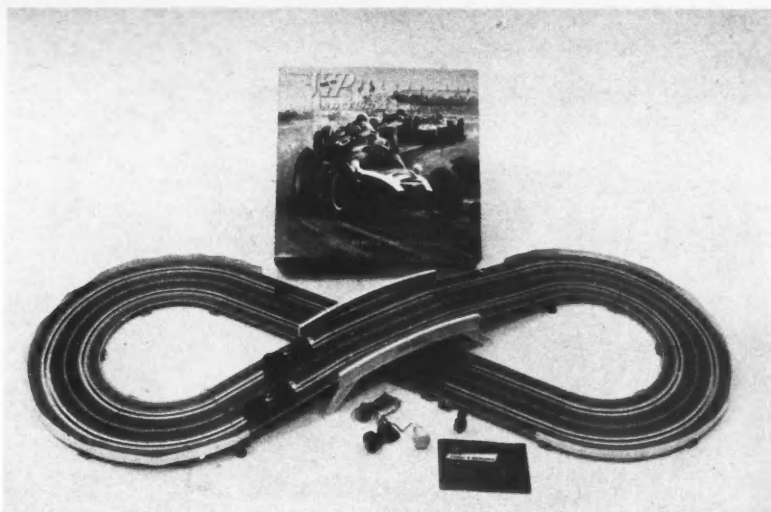
Each driver controls his car individually by using a button or rheostat which can be blipped on and off to speed up, or slow down his car. If the driver tries to zip down the straightaway and into the first turn with his "throttle" full-on, his car will duplicate its prototype and either spin-out, or go end-over-end in the crash rail. The cars are held into the guide slot by only an eighth of an inch of pin which is in no way attached to the track—it is merely used as a guide.

With practice, drivers can achieve amazing speeds, drifting corners and lapping with split-second consistency. During a recent six-hour event run on a four-lane track with eight varied-radius turns, one highly-banked Monza-type turn, a twenty-foot high-speed straightaway, a blind underpass, and a long chicane section, three out of four cars finished—with two of them in the same lap!

As is the case with almost all full-scale automotive competition, most electric model cars are usually raced in a form which is highly modified from the stock production model. Basically this is done by re-working the stock pickup system, experimenting with tire tread, hardness and size; engine swaps, raising or lowering the roll center for better bite, and experimenting with weight distribution. The author, having been a slot racing enthusiast almost since its inception, has followed its development from the crude beginnings to its present state. During this period both commercial and private builders have done an amazing amount of development, trying on one hand to design workable systems which will provide a maximum of "go" without creating impossible production problems, and on the other hand building homemade specials with relatively little regard for cost or production problems. The home-builts have produced everything from simple flat pans with locked rear ends, to painstakingly constructed tubular frames carrying full deDion suspensions and soft rubber tires—sectioned and baked for maximum grip. With this experience as a background, Car Craft & Kart Magazine's Model Racing Department intends to bring this information to its readers through this monthly feature. We are currently hard at work building an experimental testing laboratory and collecting material for an exhaustive research file to help us keep abreast of the latest developments in the sport.

Beginning at the beginning, this first installment presents the most complete run-down on commercial ready-to-race electric model car sets ever published. From here on, we can dwell in detail

(continued on following page)



A pair of Coopers charge up the twin straights over the bridge in this VIP kit manufactured by Victory Industries, Guildford, England. Pacific International Commerce in San Francisco, Calif., is the distributor. Built to a 1/32nd scale, the VIP's come with plastic crash barriers, complete bridge and track layout, power connector and two hand controllers, and two Grand Prix cars. The track is of durable metal crimped to plastic sleepers. Assembly is by patented metal tongue locks. Optional equipment includes MGA's, Healeys, Lotus and Cooper Grand Prix cars, grandstands, pits, track figures, etc. No power packs are included in sets which sell for \$13.95. They can be operated from batteries, or any transformer used for HO model railways. Two optional units are offered for this kit, though. With all four wheels riding on the track, current is picked-up through twin copper brushes. The rear wheels drive and the front feature Ackermann type steering. The guide shoe has two pins, one acting as a guide pin, the other actuating steering mechanism. Double pins allow cars to spinout about 50-degrees off-center.



Would you like to see from two to six Lister Jaguars, Porsche Spyders or Aston Martins charging along in road racing fashion? Then check this Scalextric road racing circuit available through Lines Bros., N.Y., N.Y. It is manufactured in England through one of their subsidiaries. Scalextric sets are 1/30th scale and are priced from \$29.95 to \$54.95, come with two Grand Prix cars, heavy rubber-vinyl track, two rheostat-type hand controllers. The pickup system is different, the cars sliding on braided wire loops, with rear wheels driving, front wheels off the track. They are non-steering and use a single guide pin permitting realistic cornering and spinout through 360 degrees. This kit is one of the larger models and is about 7 feet 3 inches long by 2 feet 5 inches wide, giving one an idea what size these miniature layouts are. Power packs are optional but any HO transformer will work. Accessories are really varied for the Scalextric sets—grandstands, paddock, racing pits, the famous Dunlop Bridge, hay bales, control tower with battery-operated p.a. system and extra cars are available.

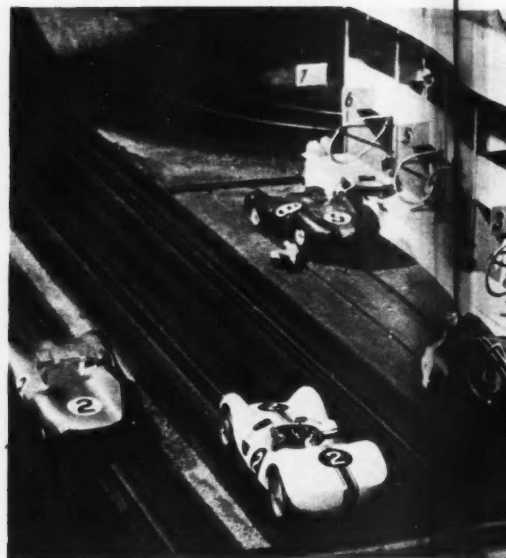
SLOT RACING

upon such things as modifications for speeding up ready-to-race equipment, engine swaps, adding weights, body swaps, homebuilt cars, making frames, pickups and methods of mounting body shells. We'll explore the wheel and tire situation with regard to their availability and modification, plan track layouts, discuss building track at home, how to build dragsters and drag strips, show some of the organized slot racing tracks now in operation, etc. . . . these are only *samples* of what we can and will include in our new Model Racing Department. Needless to say, space will be the determining factor on how fast we can cover these subjects. Which

Standard HO flex-track, with brass rail attached to fiber or plastic ties, provides a raceway for the Lionel Corporation scale model stock cars. Well established in the HO model train field, this New York City firm is now offering this large layout of criss-cross oval track complete with two stock cars, two push button controllers, and a DC-AC power pack. Track sections butt together, are aligned and held by U-shaped brass keepers. As with most model railroad track bed, it works more efficiently when tacked to a permanent base. As with other sets, optional accessories are available though these are only standard railroad types—that is, there are no racing pits, hay bales, etc. Bridges, extra track and cars, scenery and buildings are manufactured and will do a world of good in improving your racetrack layout. The HO Track Raceway set is priced at only \$39.95. The power trucks in the cars are standard HO type, picking up current from all four wheels, but they are geared for high speed driving!



ITC Electric Roadways model racing course features a pair of Mercedes-Benz 300 SL coupes in 1/24th scale with plenty of track area. Ideal Toy Corporation, New York City, N.Y. offer a basic "Sports Car Rally" set as illustrated. It consists of standard straight and curved track, two banked curves with tunnels, two hand controllers, two 300 SL's, one 6-volt transformer, and mounting hardware for securing the track to a 4 x 8 foot piece of plywood. Less plywood, the set is priced at \$39.98. The two full oval tracks may be assembled into any one of six different internationally famous road racing courses. Two adjustable track cross-overs are also included. The cars ride on all four wheels, with the rear wheels driving. Just inboard of the front wheels are a set of nylon zonkers which guide the cars along the raised rails. Centered between these are a pair of spring-loaded carbon brushes which ride the rails, picking up current. Operating through a 6-volt power pack, they can be operated from 12-volts.

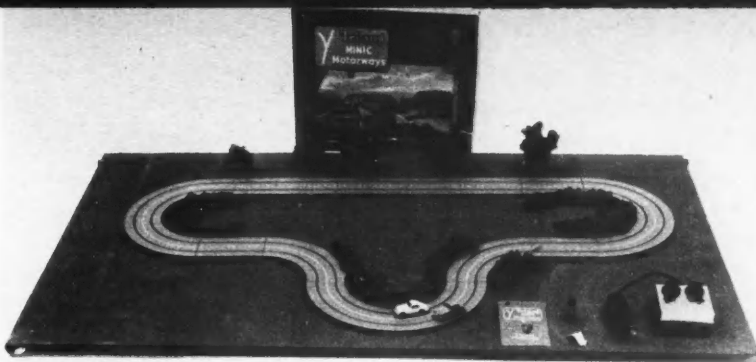


Typical of the many scale model road racing circuits outfitted with complete, authentic facilities is the pit scene above. Observation booths above the enclosed pit paddock are filled with spectators, while the pit crews make the seconds count. The accessories add greatly to the authenticity of mini-car racing, giving it life!

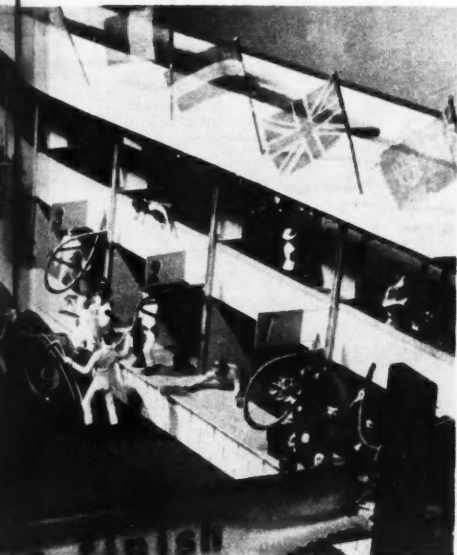
Through the addition of ready-made track sections, it is possible to expand the size of the regular kits greatly. Most are designed for the family room or basement, but they may be set up outside in the patio when there is a guarantee of good sunny weather. This track features large banked turns at each end of natural earth.

features we cover first however, depend upon reactions from Car Craft & Kart Magazine's readers. Your mail will be very important to the development of our new Department.

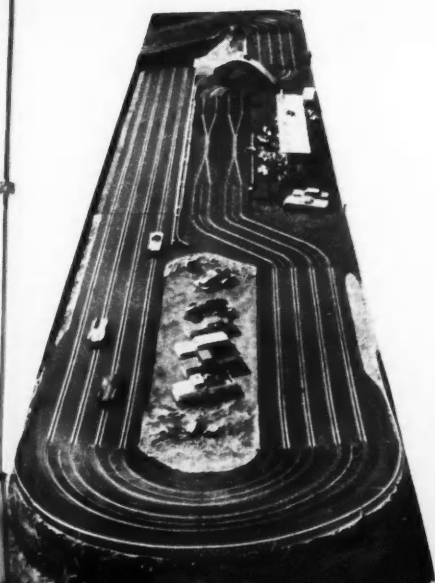
In order to help establish a uniform and universal set of workable rules and regulations for the construction and competition of both $\frac{1}{24}$ th and $\frac{1}{32}$ nd-scale model racing cars, we'd like to hear from as many organized slot racing groups as possible. If you'd like to have your rules and regulations taken into consideration, send them along to Car Craft & Kart Magazine, Model Racing Department, 5959 Hollywood Boulevard, Los Angeles 28, California.



Steel conductor strips embedded in the sides of the guide slot in the gray plastic road-bed conduct power from batteries or a 12-volt transformer to the 1/80th scale Tri-Ang Minic Motorways sports cars. Available from Lines Bros., manufacturers of Scalextric kits, these sets match the OO/HO Tri-Ang Model Railways model sets. A very much improved split-roller and swivel system picks up current from the roadbed. The rear wheels drive while the fronts are off the track. The front-mounted pickup roller acts as a guide pin, allowing spinouts up to about 50-degrees off center. Tri-Ang sets include sections of straight and curved track, wiring, lubricating oil, built-in power connectors and two Jaguar 3.4 sedans. Other cars and railway buildings will finish the set.



"The real thing in miniature," that's the way to describe electric scale model car racing, and that is how Model Road Racing Cars, Ltd., of Boscombe, England, puts it. Their racing outfits are built to a 1/32nd scale, while the track is of durable, slotted hardboard, with zinc pickup strips sprayed along the edges of the guide slot. Brass cotter-pin pegs align and hold the track sections. Pins and sockets are wired into the zinc spray area, making positive contact between sections. The racing circuit is laid out in a 5 foot 8 inch by 2 foot 8 inch area, just right for that playroom. The guide shoe has two pins, one for a guide, the second for actuating the Ackermann steering. Drive is through the rear wheels. Other cars available include Vanwalls, Maseratis.

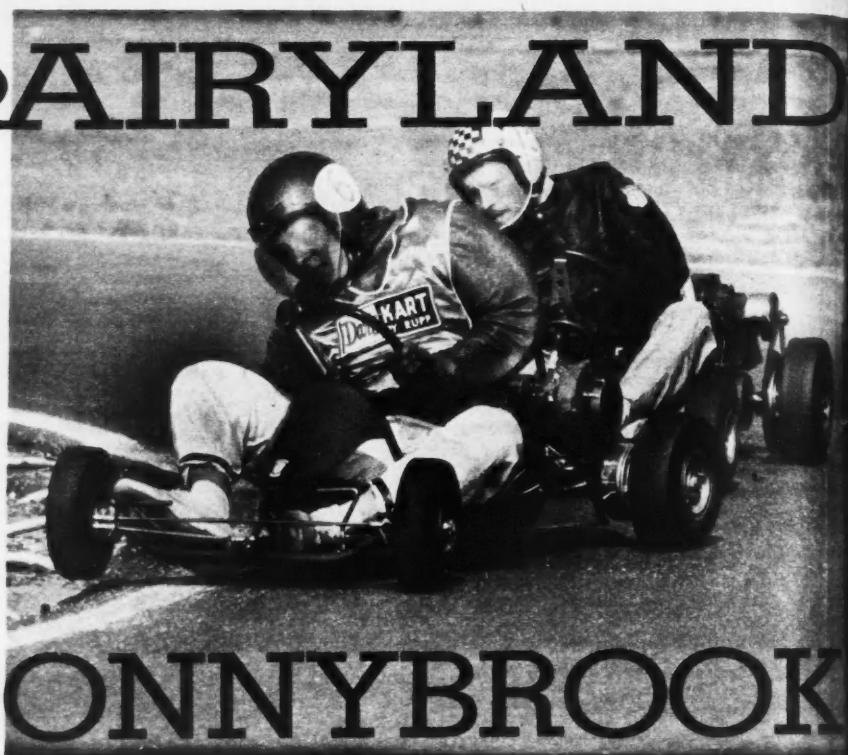


Just the thing for Christmas, or any other time of the year, these model racing sets are sure to provide many hours of wholesome pleasure for youth and adult alike. Strombecker Road Racing outfits by Dowst Mfg. of Chicago, Illinois, are among these popular sets now taking the nation by storm. These famous kits come with a power pack, two hand controllers, crash fencing, track locks, bridge supports, a Ferrari Testa Rosa and a "D" Jaguar. Models furnished are 1/32nd scale but optional cars are available in both this scale and in 1/24th. The black plastic track features aluminum pickup strips, while the sections snap together via tongue and grooves, locked with pins. Most hobby shops carry a complete line of Strombecker model cars and track accessories.



DAIRYLAND

Half-mile Utica Raceway takes the spotlight with three fast and furious days of road races luring the Nation's top-flight karters to the 2nd Annual North American Karting Association Grand National Championship.



DONNYBROOK

BY TOM BATES

DATELINE: DOUSMAN, WISCONSIN (CC-K). This small town in southern Wisconsin had its population temporarily increased by several thousand recently as avid karters and fans poured into town to witness and participate in the 1961 North American Karting Association Grand National Road Racing Championships. The second annual running of this series of races attracted top kart drivers and crews from all over the nation, with nine classifications of karts and drivers battling on the twisting asphalt of nearby Utica Raceway for the coveted championship titles. The track, a 6/10ths-mile road course, was the site of many fast and furious races as individual karters vied with racing teams from kart clubs, dealers, distributors and manufacturers on an equal basis of "every man for himself."

The NAKA officials had worked long and hard to make this a memorable event, fully planned to offer every convenience and comfort to the visiting competitors, from an "Icebreaker Party" at a nearby hotel to the final award presentations, and the beautiful track was a sight to behold, with well-groomed and grassy infields, trees bordering the perimeter of the layout, grandstands for spectators, refreshment booths and tents, and even a 40 by 80-foot tent in which the extremely thorough technical inspection was held,

out of the hot sun. Right from the start, it was apparent that NAKA was firmly sticking to its guns with good rules and rigid enforcement, as kart after kart was sent out for adjustments or additions before receiving the tech inspectors' stamp of approval.

Once on the track, the drivers set out to learn the course and check out their engines in practice, as class after class roared out onto the course for short, but repetitive, practice sessions. On Friday afternoon, some of the karters requested that they be allowed to take their qualifying runs, and almost immediately the existing track lap records began to fall. Finally, Don Surwall wheeled his Max-Torque Special, powered by three screaming McCulloch engines, onto the line, and when he pulled back into the pits, he had set a lap time of 48.69 seconds for the tight and twisting course — better than 2½ seconds faster than the old record!

One of the first things to catch the eye and the imagination of a visitor was the fantastic orgy of color — the racing team jumpers, the coats and jackets of the factory service teams, the manufacturers' sharp exhibits, the smartly-uniformed officials, and the many flags and banners gaily waving in the breezes lent a carnival-like atmosphere to the racing scene.

Saturday morning many new arrivals crowded the parking lot of the Avalon Hotel in nearby Waukesha as they

parked cars, trucks, trailers and vans and went inside to register for the races. This thoughtful arrangement kept the track clear of newcomers signing up, and helped the smooth progression of events. Saturday at the track consisted of additional practice sessions, qualifying time trials and elimination races designed to cut the field of better than 250 down to the top 24 karts in each class. A "Corn Boil" that evening at the track gave all the karters a chance to meet one another without having to peer through goggles and bubble shields, and the "bench racing" was enthusiastic, to say the least.

Sunday morning, the final elimination races were held, and the grandstand quickly filled with fans who planned to spend a full day watching the nation's top karters in competition. In the Main Events, the A Bushing Junior Division was first to get the green flag and the youngsters, although driving the lowest-powered karts at the races, put on a tremendous show of skill as they scooted around the twisting course. Willie Osborne, of Delavan, Wisconsin, won two heats and took a second place in the other one of his three heats, to amass more than enough MotoCross points to drive his Clinton-powered Blackhawk Kart into the Winner's Circle. When this youngster stepped up to receive his class trophy at the awards presentation, he had to look up at the top of it — it was at least a head taller than he! Next



Pete Owens and Ernie McGlone seemed to stick as close together in the pits (above) as they did on the track (at left), in their battle for the honors in C Class. McGlone, on Dart Kart Racing Team, edged out Owen, from Fox Kart Team, when Owen threw chain and had to drop back, taking pressure off McGlone's lead.



The A Bushing Class winner, Maurice Gentry, from Evansville, Illinois, leads Bill Osborne through the esses on his Swoopster Kart. Two straight wins and a third place gave Gentry enough MotoCross points for the class laurels. Osborne's Blackhawk Kart had taken A Bushing Junior races, with Willie Osborne driving.



The Old Master, Chuck Florian, at work. A Dart Kart team driver, this tall, lanky and smooth-driving karter was fresh from winning a National Sweepstakes Championship title two weeks before, went on to win B Standard Class awards at NAKA Nationals here with Power Products-powered kart, taking a win and two seconds.

on the schedule was the Class A Junior race, and right from the start, it was obvious that these youngsters were driving a bit over their heads, as one minor tangle follower another. Spinouts, traffic snarls and karts leaving the track made it quite clear that kids and horsepower, except in small doses, don't mix too well. The eventual winner, after a smooth drive, was Jim Dentici, from Milwaukee, on a King Kart.

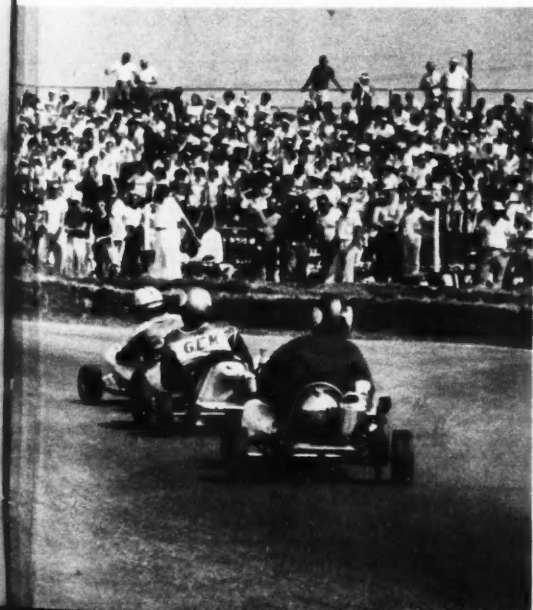
The Senior Division got underway next, with the Bushing Class first on the agenda. Another Osborne, this time

Bill, took the Clinton/Blackhawk out on the track again for a shot at repeating Willie's victories, but finally finished a close second to Maurice Gentry, Evansville, Illinois, on an LMC Swoopster, who, ironically, made the same score as young Osborne had in the Junior races — two firsts and a second.

A tremendous battle from the start spotlighted the A Standard races, with the points awarded for various finishing positions being spread among many drivers. Dick Pittelkow, of Minneapolis, took the overall victory, slipping by

Warren Chandler in the final point totals, despite Chandler's win and third placings in the first two heats. When the A Super finalists roared into the first turn, it looked like the same kind of tight, fast and hard competition all over again, and it was, with many leaders and many drivers picking up the points. With the NAKA system of starting the first heat "heads up" (fastest karts in front), and the other two heats just the opposite ("inverted"—with the winners of the previous heats at the

(continued on following page)



Chub Carey, Fox team driver from Rockford, Ill., bemused onlookers as he brought kart into pits — seat's removable!



The kids on the A Bushing karts in the Junior Division had a ball, handled themselves, for the most part, like real pros!

Left. Grandstands were filled almost as soon as the track opened Sunday, as fans and spectators poured in for a full day of racing. Here, Warren Chandler and Dick Pittelkow tail Jim Kubasta through esses in A Standard race. The tight duel between Chandler and Pittelkow for win finally went to Pittelkow.



Youngsters in A Standard Junior division had more power at their disposal than many of them knew how to handle, resulting in several traffic jams, spins, etc. Some of them displayed abilities equal to or better than Senior drivers, but they were in the minority. Well-deserved win in this class went to Jim Dentici, Milwaukee, Wis., with a 3rd, 2nd and 1st.

rear of the starting grid), it was a tremendous sight to see some of the faster karts coming up through the pack, while those ahead of them did their utmost to keep their front-running positions. With this type of racing, it takes every bit of skill, power and race-manship to work up through the pack, and a driver who comes through to win from back in the crowd has really accomplished something! In these A Super heats, Dave Woods, a Lancer Racing Team driver from Findlay, Ohio, took a fourth, a first and a third, coming up through the pack to garner just barely

enough points to edge out Garry Barricklow, from Sylvania, Ohio, who slipped his Dart Kart into one fifth and two second place finishing positions. In the third and final heat for this class, several drivers who had accrued a large number of points were out there just trying to earn a sufficient number of points to slip into first place — some of them didn't need to finish too far up in the front runners to accomplish this, but Woods picked it off with a third place finish.

When the big twin-engined classes boomed out on the track, all eyes were

DAIRYLAND DONNYBROOK

Below. Portrait of the Fastest Man on the Track—Don Surwall has a look of complete concentration on his face as he puts his brutal three-engined Max-Torque Special through its paces setting new Lap Record.



on Chuck Florian, a Dart Kart team driver who had, two weeks before, taken the Go Kart Club of America Sweepstakes Championship title. Could he do it again? By virtue of his fast time trials, Florian started in the pole position, and he held it all the way in the first heat for a win. Then, with the inverted starts on the second and third heats, he came up through the pack for two second places and a decisive victory — a true champion! One of the hot contenders in this class was Bill Drew, one of the Canadian karters down for the

(continued on page 66)



Far left. Bill Drew, of Oshawa, Ontario, Canada, takes his Kelton Kart through a left-hander in dirt track fashion. Drew had a third place and a win in his three heats to take second overall in the B Standard.

Jim Rose, Park Ridge, Illinois, leads Pete Berlt in C Super race. Both driving Dart Karts, Berlt outpointed Rose, took First Overall by narrow margin, with Rose right behind. Rose used three engines, Berlt two.



Far lower left. Bill Wirges, from Neponset, Illinois, made a clean sweep of the B Super Class with three straight wins on Go Kart with twin McCulloch MC-20 engines. Here, he hangs wheel over inside edge of corner.

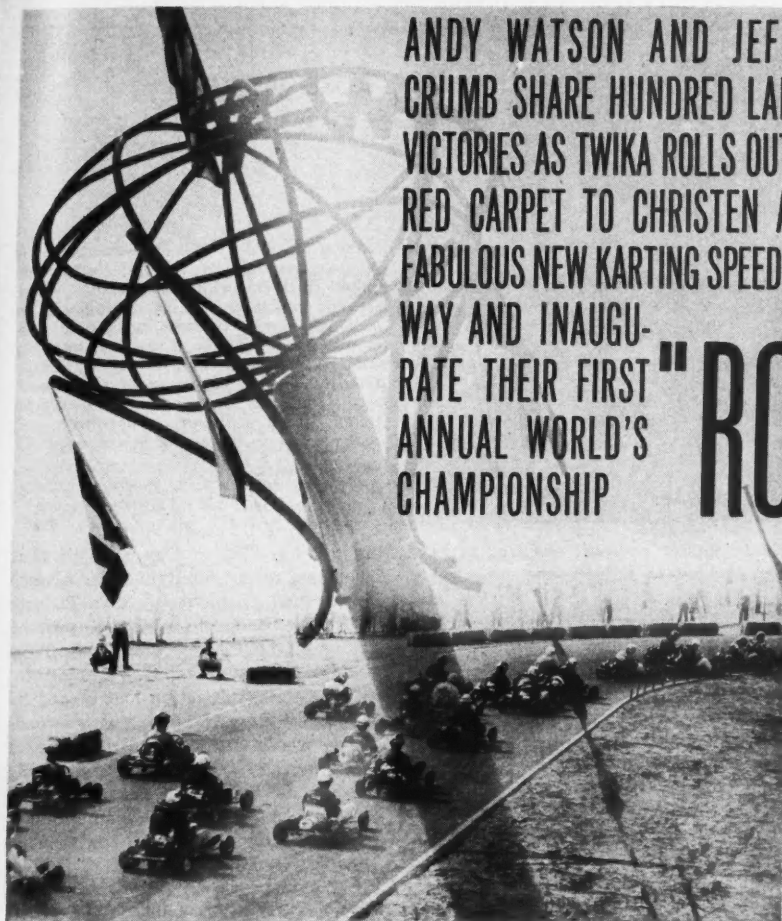
Dave Woods, Lancer Kart Racing Team driver, Findlay, Ohio, takes "Casey Jones" position to employ maximum body english in tight left hand corner. Woods ran A Super class, won with fourth, first, third.

Photos by Bob D'Olive

ANDY WATSON AND JEFF CRUMB SHARE HUNDRED LAP VICTORIES AS TWIKA ROLLS OUT RED CARPET TO CHRISTEN A FABULOUS NEW KARTING SPEEDWAY AND INAUGURATE THEIR FIRST ANNUAL WORLD'S CHAMPIONSHIP

"ROSE STAKES"

BY DICK DAY



100 laps from the above starting scene, Andy Watson pulled into the winner's circle a very tired, happy World's Champion. He had just won victory in the First Annual TWIKA "Rose Stakes" driving the 50-mile distance non-stop. Of thirty-three car field, seventeen finished.



Bob Ice (19B) charges through one of twelve tricky TWIKA Speedway corners, closely tailed by Dennis Flanders (70). Before the checkered flag fell, Flanders nailed down second place position and Ice fourth. New half-mile TWIKA track challenged both kart and driver for skill, alertness and handling ability.

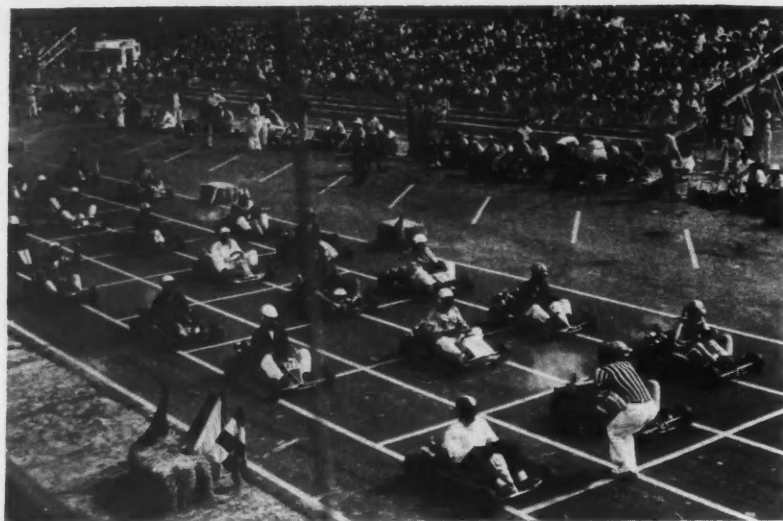


ONE-HUNDRED-LAP championship races, a spectacular, spanking-new, road race course, many of the nation's top karters, radio and television coverage, celebrities and some six thousand excited and enthusiastic spectators literally launched the First Annual "Rose Stakes" World's Championship Races with resounding success. Not even Old Man Weather, with intermittent showers, could daunt the colorful affair and the overwhelming hospitality extended karters by the Cape Girardeau, Mis-

souri, citizenry and The World's International Kart Association (TWIKA), sponsors of the week-long event.

Early week activities were delayed due to spasmodic rains but it was a steady procession of tightly-tarped racing trailers, trucks and passenger cars loaded with four-wheeled miniature cargoes that silently filed into the small Mississippi River townsite, lending awareness that a big karting race week was in the making. Stormy skies had race schedules at a standstill but that couldn't dampen the spirits of visiting karters who, after registering at the TWIKA headquarters, hastened to ask for directions to the much-publicized TWIKA Speedway. The word had gone out early in the year that this new course was to be to karters what Salt Lake was to Brigham Young.

The one-hundred-fifty thousand dollar racing plant was a sight to behold—nestling in a large delta basin of countryside greenery a short distance from town, its towering, beautifully-sculptured, thirty-one-foot bronze monument set the theme for a tracksite unlike any other devoted to karting. The colorful, flag-studded acreage surrounding the area contained an impressive array of workmanship and planning. Ornamental ironwork blended with brick columns and passageways, giving the Speedway entrance a Disneyland appearance upon first sight. The perimeter of the course abounds with grandstands, and fencing to offer maximum crowd control and safety. Highly elevated towers of light pods facilitate nighttime racing, and racing officials and scorers enjoy the luxury of a two story pagoda timing tower that oversees the entire race course from the infield, near the starting line. The tower also offers full facilities to radio and press



"ROSE STAKES"

Starting straight at TWIKA Speedway is spacious enough to handle thirty-three racing karts, three abreast, eleven deep. Area in background is racing pit section used only during each racing event; regular pits accommodating some four hundred karts are located across infield. Large grandstands line perimeter of the course, as do towering light pods for nighttime racing. Plans call for a par-three golf course to be built on the infield by 1962.

and is unique with its two-way radio system to outlying corner marshals and crowd control stations.

The first stop for a competitor is a pit area which will accommodate some four hundred karts. The second stop is a well-controlled pit gate and then the track itself. The one-half-mile, eighteen-turn circuit spreads over a spacious infield with a configuration that would challenge the most adept kart driver. The course boasts a full 25-foot width giving every driver many choices of cornering "grooves" and plenty of room to move about in case of car entanglements. Absent is the lengthy or extremely high-speed straightaway, the longest chute being approximately three hundred feet. In essence the track is a fun course, with passing unrestricted. It places heavy emphasis on the ability of a driver to skillfully maneuver some twelve rather tight (not narrow) corners. The design is challenging, exciting, safe — and built the way karters like 'em!

It was a field day when Thursday afternoon skies cleared and the whine of two-stroke engines pierced the air, signifying racing practice for all classes.

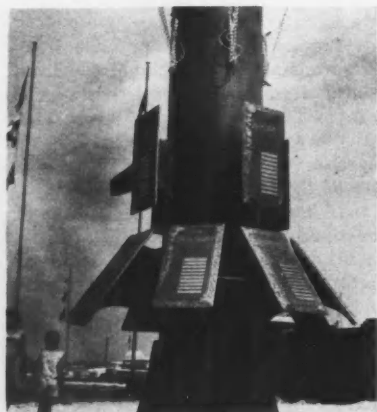
Photos by Bob D'Olivo

Every karter present, needless to say, was itching to initiate the speedway's fresh macadam and check out the pattern of the new course. Class after class toured in open practice familiarizing themselves with various grooves, cornering techniques and just the right gear ratio selections. Evening hours brought on the new lighting system and the infield immediately took on an illuminated halo of brilliancy. Karters continued their touring and tuning on into the late hours 'til everyone felt that they were in readiness for Friday's forthcoming qualifying trials and preliminary feature events.

It was young and agile Dave Woods, from Findlay, Ohio, who cut the fastest groove for a one-lap qualifying time, out of six single-engined A Classes. He and his lavender Lancer Kart, powered by a single MC-20 engine, brought the clocks to a stop in 1:00.32 for an A class track record. Of almost equal performance for the single-engined division was Florida's flying Jeff Crumb who posted a respectable 1:01.00. But in karting the ultimate track records belong to the faster B and C twin-engined cars and it was here, under

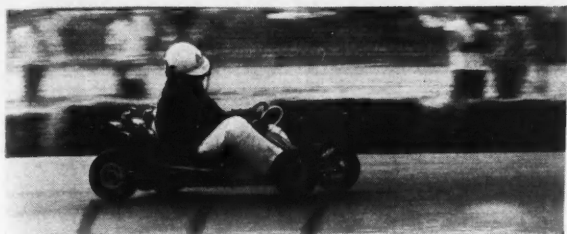
the cool handling of Don Surwall, that the course record finally settled. Aboard his McCulloch-powered Max-Torque Special he flashed to a 57.94 to put the wraps on the Fastest Qualifying Time of the meet.

By evening the action had turned its attention to several 25 lap feature races which would transfer thirty-three A Class drivers to Saturday night's big 100-lap (50 miles) Sportsman Overall A Class Championship. Ronnie Smith, (Paducah, Ky.) captured the A Sub-Novice event on his special kart displacing a single Power Products AH51. Pint-size Robin Erlbacher (Cape Girardeau, Mo.) scored in his division of A Novice aboard a super-light, special-built racer employing a similar powerplant. The Amateur Lightweight A Class victory went to Darrell Waltripp (Owensboro, Ky.) driving a Dart Kart/PP58, while in A Class Amateur Heavyweight, Mark Weaver (W. Frankfort, Ill.) breezed to a win on his McCulloch R1/MC-6 Kart. Dave Woods led a good field of A Expert Lightweights over the finish line first to cinch his Saturday's Fifty-Mile starting position and in the Heavyweight class of A Experts, Jimmy



Gold ornate class plaques embellish base of the towering, beautifully-designed TWIKA monument seen at left. Located at the entrance of the speedway, names of class winners are engraved on the individual scrolls. At right is the partially completed, two-story pagoda timing tower offering complete facilities for the officials and scorers.





It was cool and consistent driving that paid off with victory for Andy Watson. The R-1 McCulloch kart was carefully prepared and employed twin-powerplant combination of an MC-6/MC-20. Three-and-one-half gallons of fuel carried him the total distance.



Rob Erlbacher (foreground) is one of the main driving forces behind The World's International Kart Association (TWIKA). A true karting enthusiast at heart, he is responsible for much of the impressive workmanship and design of the fabulous TWIKA Speedway. Here, Don Surwall and Jeff Crumb pass on a few commendable words on the event's unique trophies which were hand-built replicas of the TWIKA monument, finished in satin silver.

Dale (Cairo, Ill.) toiled his Lee Cart/MC-20 to a 25-lap victory.

The stands commenced to fill early Saturday evening as B and C Class preliminary 25-lap events went off on schedule to qualify another thirty-three drivers from the twin-engined classes for Sunday afternoon's main event — The Overall World's Championship "Rose Stakes"!

Poul Jorgenson (Eagle Grove, Iowa) charged home to win the B Amateur Division, with Andy Watson (Kansas City, Mo.) finding an equal victory in the following B Expert event. C Class honors remained with fastest qualifier Don Surwall as he took the checkered flag well ahead of his field of competitors.

The air of excitement had just started to settle over the stand from the previous B and C races as the field of thirty-three fast and sparkling single-engined racing karts assembled on the homestretch starting grid for the start of the Sportsman A Championship fifty mile. The colorful parade laps and a running start of karts three abreast,

(continued on page 56)



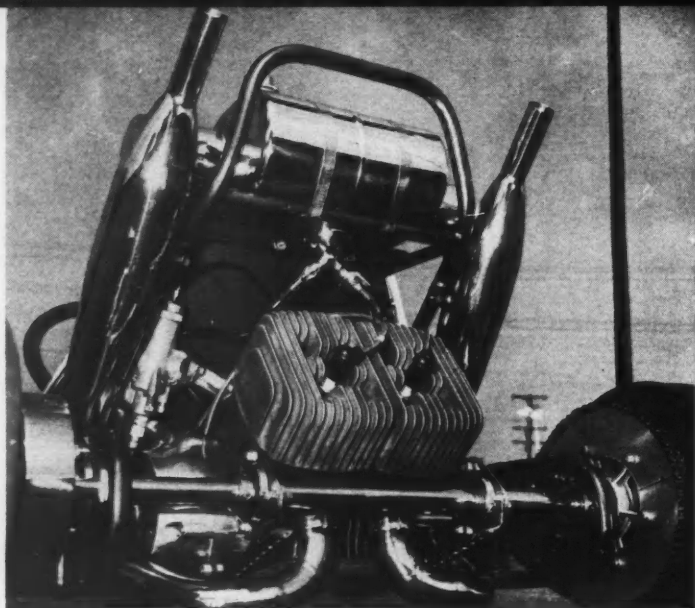
After building a strong lead during the Overall Sportsman Championship "Rose Stakes" event, it was a real heartbreaker to see Jeff Crumb and relief driver Bobby Allen commence to experience chain trouble which in the last few remaining laps cost them sure victory. With blistered hands, Crumb was forced to turn potent Fox Kart over to Allen in latter laps of event. It was in these few remaining laps that the Fox Kart limped to the pits five times for repairs forcing them to relinquish lead — saving a 3rd.



Miss Missouri, Sarah Kay Burns, and TWIKA Director, Sig Petchul gang up on winner Andy Watson for presentation of the victor's spoils — the beautiful six-foot Eddy Rickenbacker Trophy, one thousand dollar cash award, a gold signet ring, a bouquet of multiflora roses all capped off with a kiss from beautiful lass.

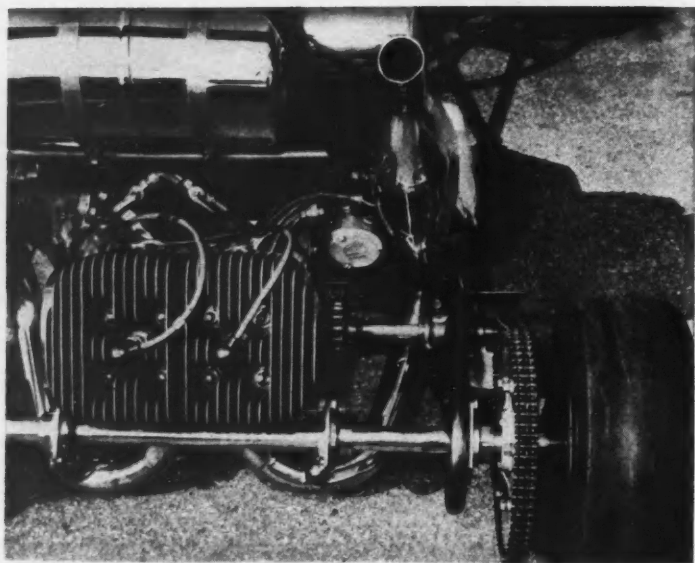
Not all of Jeff Crumb's luck went bad at the "Rose Stakes", for in Saturday night's Sportsman 100-lap A Class Championship he and Lancer Kart team driver Ken Burden staged a duel and a one-two order finish that had the stands going wild. Jeff even went a little wild himself after race time, as pictured at right!





AH-H-H, So! Chuck Balsiger's second KART Magazine Special eclipses even his first hot Yamaha screamer, in speed, agility, quality and appearance.

ICHI-BAN YAMAHA



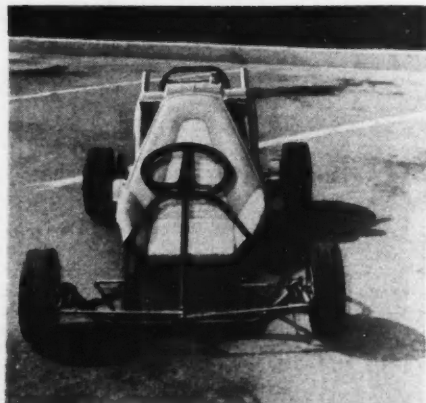
Top. That low-slung Yamaha twin fitted to the rear of Chuck Balsiger's kart is the same mill that helped make his name synonymous with karting the world over. Putting out an estimated 30 plus horsepower on fuel for all its fifteen cubic inches is a major reason Chuck's Kart Magazine Special is a charger.

Outboard drive is provided through chain-linked sprockets at engine. Hands Dyna Hub and alloy sprockets transmit the Yamaha's power to the Inglewood slicks via double 35 chain. Yamaha mufflers are joined to custom head pipes of Chuck's design. He operates Chuck's Muffler Service in Hawthorne, Calif.

Space frame tube is gas welded $\frac{1}{2}$ inch steel. Wheelbase is 45 inches. The floor pan has been riveted whereas most are welded. All that bright chrome work is the artistry of Lustre Chrome Plating in El Segundo, Calif. Chuck did all of his own work in building his new special, is seen upper right.



Big Bendix internal expanding brake fulfills its obligations easily. Built for racing, it was only natural to choose Go-Power super-light wheels. Front end is tube gusseted and features same universal joint type spindles as former machine. Kart Magazine Special is painted blue enamel, seat is blue and white.

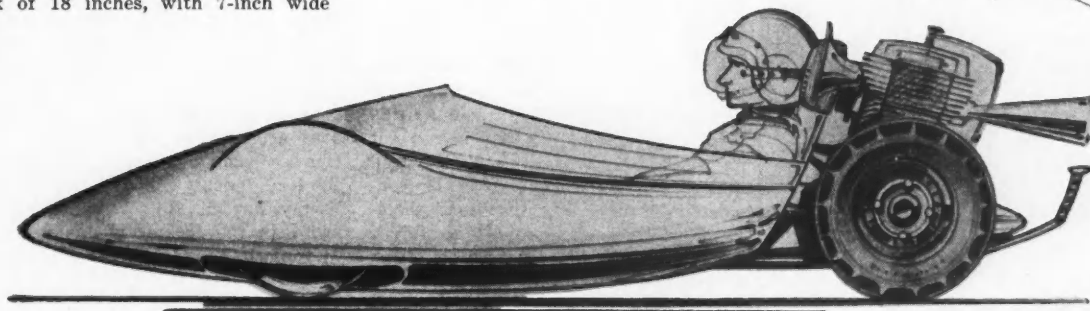


CAR CRAFT

Kustom Karts

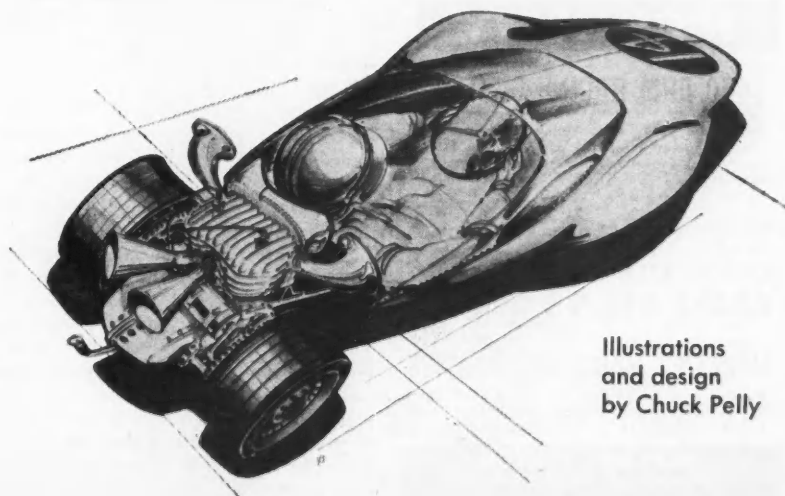
DESIGNER PELLY'S KART of the month is ... a dragster! As Chuck describes it, it's a "high performance vehicle designed especially for straight-line dragging." The driver is in an extreme reclined position to avoid wind friction and reduce frontal area, and the complete front section is covered by a fiberglass "shell," much the same as the Grand Prix road-racing motorcycles, to improve the aerodynamics of the kart. This shell still leaves the power-plant exposed for better cooling and easy access to the carburetor jets for that ever-present tuning.

In typical dragster fashion, this machine uses an extremely narrow rear track of 18 inches, with 7-inch wide

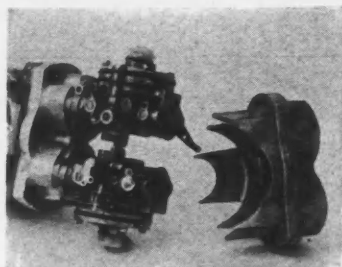


slicks. The entire rear end is quite compact, since it must accommodate dual drive chains on either side of the engine. The front end uses small Pirelli industrial tires, and a more conservative tread width of 28 inches. The rack and pinion steering has been geared down for more positive control.

The engine is basically two 125cc Villiers mills tied together into a single crankcase, with full attention being given to deep breathing and complete exhausting. With the power-to-weight ratio of this car being quite high, it's expected to turn times very competitive to machines with five times its engine displacement. We might add that it's guaranteed to pull the hair right out of your head!



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and design
by Chuck Pelly



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McCulloch MC-5, MC-6,

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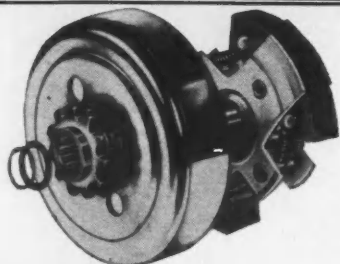
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"ROSE STAKES" Continued

eleven deep, had the entire stands on their feet with anticipation as the jockeying field broke for the starting line. In a maze of reflecting color mixed with a blast of bluish exhaust smoke, starter Zip Hardy leaped high and wide, sending the field on their way. Out of the first corner it was all lavender and Dave Woods stretching a short lead



Fastest qualifier out of six single-engined classes was Dave Woods aboard his Lancer Kart. Dave and relief driver, Ken Burden, led Saturday evening's Sportsman 100-lapper for some distance, thrilling crowds with their wheel-to-wheel duel with Jeff Crumb.

over second place Jeff Crumb. From here rearward it was a charge for positions in the following order; Jerry Fout (Grand Junction, Colo.) chauffeuring a potent Kurtiss-Kraft/MC-10, Waltripp aboard his Dart Kart, Editor Dick Day driving the Kart Magazine Special/MC-20, Mark Weaver (McCulloch mounted), Cary Mathews (Fresno, Calif.) on a Caretta/MC-10, and on through a pack of tightly knit, would-be champions. By midrace Woods had pitted and given his car to teammate and relief driver, Ken Burden. At this point Jeff Crumb, who had been right on the heels of Woods, took the lead and set sail for what could be considered *victory*! The lead was short-lived, however, for Crumb was forced to the pits a few laps later to repair a broken throttle linkage. Jerry Fouts, who had been a consistent performer all the way, now slipped his Kurtiss-Kraft into lead position. But he too, was called in for a fuel stop a short time later, relinquishing his lead. Burden, still a member of the front runners after quickly relieving Woods, was the next man in line and now made his own plans for overall victory, pushing the lavender Lancer Kart harder than ever. Second Place Man was again Jeff Crumb, who followed by a considerable distance. He immediately set his sights on Burden and lap after lap consistently closed precious ground. In the final laps of the race Crumb had worked his way up to within a few yards of Burden. The stands were once again on their feet to cheer on the two car duel. Just short of the final lap, Crumb edged by Burden's Lancer and the two came across the finish line in one-two order! The after-race trophy presentation was one to witness, as spectators flowed

onto the infield to pass along congratulations to Hialeah, Florida, karter, who pulled it from the bag the hard way to become TWIKA's first A Sportman "Rose Stakes" Champion.

The Speedway's freshly-christened track was still in a lukewarm condition from Saturday night's spectacular racing when the fastest thirty-three qualifiers of the B and C Classes were mustered onto the starting line for Sunday's Overall World's Championship

"Rose Stakes", the main event. Capelations and comments to the excited Girardeau's Chamber Of Commerce had thoroughly redeemed itself with a bright sunny afternoon, as thousands of spectators awaited their second serving of championship kart racing. Starter Zip Hardy worked a little longer in getting a balanced lineup as the spirited racing karts paraded the short-course. As the drivers broke for the starting line on the fifth pace lap, Hardy's green flag was waiting. The field of karts surged for the first corner with tremendous acceleration. Lancer team driver Chuck Forman (Findlay, Ohio) took the lead, quickly followed by teammate Kenny Burden. Bill Ward (Carrollton, Mo.), in the cockpit of his fleetly R1 McCulloch Kart, pushed by a pair of MC-20 engines, had taken up third slot ahead of Andy Watson and Don Surwall. Saturday night's Sportsman Champ, Jeff Crumb, who had just snuck under the wire qualifying his twin-engined B kart for this event, had already started to move out from his last place starting position and could be seen carefully negotiating the tight field of traffic. By the eighth lap, Burden had traded positions with Forman and it was still Ward and Watson in respective order. Twenty laps into the race, Ward had moved up to challenge Burden in a wheel-to-wheel battle, while Forman and Watson were attempting to escape Crumb, who at this point had slipped up to fifth position. Ward took over the lead in the twenty-fourth lap as the Lancer's team's hopes faded with Burden retiring from the race and Forman seizing an engine on his car a few laps later. Crumb had overtaken Watson and now was nestling behind

(continued on page 58)

CAR CRAFT

RUPP DARTS SWEEP NATIONALS

Mansfield, Ohio, Aug. 20, 1961—

The biggest, fastest, GKCA National Championship Races ever held ended in a tremendous victory for Dart Kart racing machines. Competing with 435 other karts, Dart A-BONES and Dart ROAD RUNNERS swept six out of eight classes including the overall grand national championship.

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**CLASS A UNLIMITED CHAMPION—
Ernie McGlone on DART A-BONE**

**CLASS B STANDARD CHAMPION—
Chuck Florian on DART ROAD RUNNER**

**CLASS B SUPER CHAMPION—
Pete Berl on DART ROAD RUNNER**

**CLASS C STANDARD CHAMPION—
Ernie McGlone on DART ROAD RUNNER**

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Champion and his Dart ROAD RUNNER*

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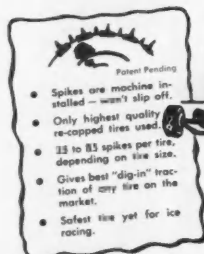
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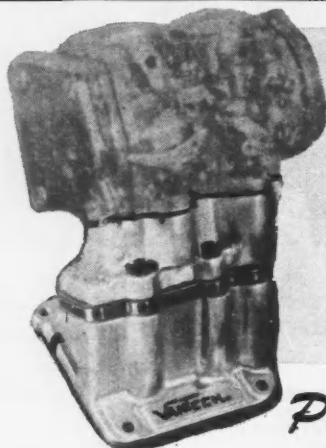
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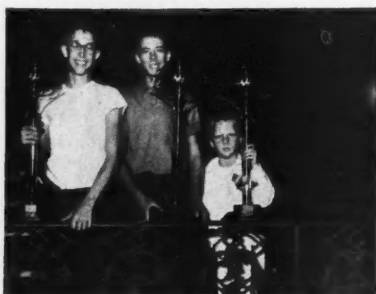
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"ROSE STAKES" Continued

the leader, Ward. Two laps later, Crumb broke past Ward and into the lead, stretching it to a healthy margin. Ward met with misfortune in the 35th round when a rear tire blew, forcing him to pit. Watson immediately took up second position, while Crumb continued to lengthen his lead over the field.

It was just past the mid-race point when Crumb, with a full lap on the field, swung into the pits and handed his Fox Kart over to teammate Bobby Allen. The current fifty laps, combined with the grueling one hundred laps of Saturday night, had proven too much for the driver's hands, which were now in a badly blistered condition. Allen swung the kart back into action well ahead of second place man Andy Watson. All eyes were glued on Allen, last year's World Champion Nassau winner, as he



Darrell Waltripp, Mark Weaver and Ronnie Smith were twenty-five lap feature race winners. Waltripp went on to score 3rd place in Sportsman A Class Championship.

continued to put the car through its paces while enjoying a comfortable lead. Then it happened! Allen limped into the pit with a chain gone on one engine! An alert pit crew replaced the chain rapidly and sent the young driver back into action. Approximately ten laps later the Fox Kart struggled home again with the same chain trailing over the rear axle! Another hurried attempt was made to merely replace the badly stretched sprocket chain and send the car back onto the track...but again it came back in the same condition! Watson, running very consistently, sensed Allen's troubles and poured on the coal for the few remaining laps. Allen had lost his full lap margin over Watson and upon re-entering found himself challenged! It was a heart-breaker when Allen once again was compelled to pull into the pit on the 98th lap with additional chain troubles. Andy Watson swung by the ill-fated pit scene on his way to a non-stop, 100-lap victory! Before Allen could get back into contention, Dennis Flanders (Des Moines, Iowa) on a Hellcat/PP58 also shot down the homestretch heading for his last and final lap.

CAR CRAFT

Coasting to a stop in the winner's circle, it was a cramped but jubilant champion that climbed from his McCulloch kart to accept the congratulations and well wishes from officials, spectators and fellow competitors. The crown and rewards of victory came in the form of a six foot World Championship TWIKA trophy, a gold signet ring, one thousand dollars cash prize, a beautiful bouquet of roses followed with a *beso* from lovely Sarah Kay Burns, Miss Missouri.

The World Championship "Rose Stakes" came to a close with all the glamour, color and excitement of Missouri hospitality. And TWIKA has promised to keep it warm 'til the karters return again next year.

RESULTS

WORLD'S CHAMPIONSHIP "ROSE STAKES"

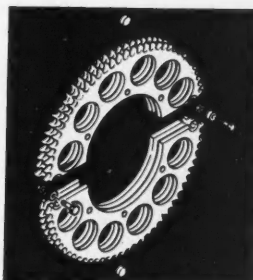
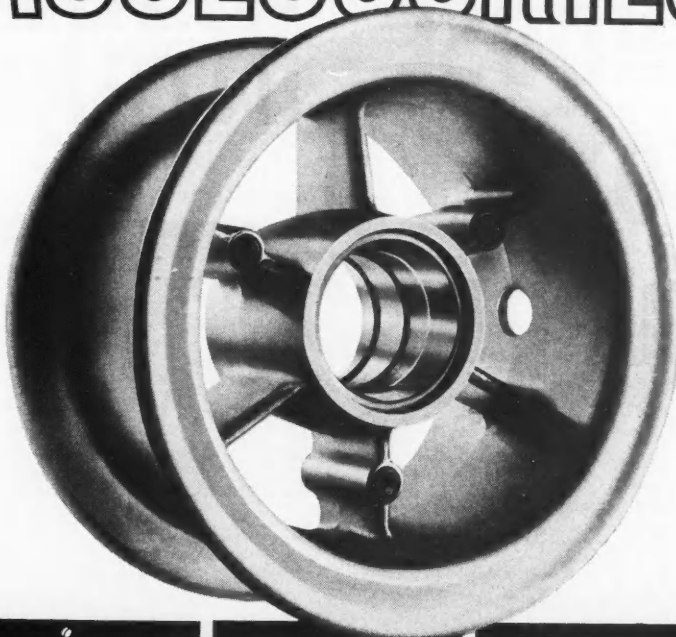
SPORTSMAN OVERALL CLASS A CHAMPIONSHIP

- | | |
|--|----------------|
| 1. Jeff Crumb,
Hialeah, Florida | Fox/MC-10 |
| 2. Dave Woods,
Findlay, Ohio | Lancer/MC-20 |
| 3. Darrell Waltripp,
Owensboro, Ky. | Dart/PP58 |
| 4. Don Cruzen,
St. Louis, Mo. | Dart/MC-6 |
| 5. Lex Kilgore,
Cape Girardeau, Mo. | Dart/MC-6 |
| 6. Roy DeJarnett,
Cairo, Illinois | Lee Cart/MC-6 |
| 7. Mark Weaver,
West Frankfort, Ill. | McCulloch/MC-6 |
| 8. Don Kremer,
Cape Girardeau, Mo. | Simplex/MC-6 |
| 9. Dick Day,
Hollywood, California | Special/MC-20 |
| 10. John Mitchum,
Caruthersville, Mo. | McCulloch/MC-6 |

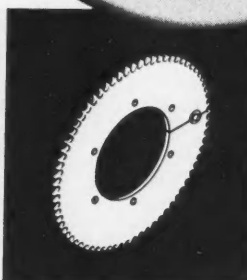
OVERALL WORLD'S CHAMPIONSHIP "ROSE STAKES"

- | | |
|---|-------------------|
| 1. Andy Watson,
Kansas City, Mo. | McCulloch/MC-20-6 |
| 2. Dennis Flanders,
Des Moines, Iowa | Hellcat/PP58 |
| 3. Jeff Crumb,
Hialeah, Florida | Fox/MC-10 |
| 4. Bob Ice,
West Frankfort, Ill. | Trackmaster/MC-10 |
| 5. Cecil Loftin,
Austin, Texas | Go Kart/MC-20 |
| 6. Bill Ward,
Carrollton, Mo. | McCulloch/MC-20 |
| 7. Phil Rea,
Evansville, Ind. | Swoopster/PP58 |
| 8. Paul Jorgenson,
Eagle Grove, Iowa | McCulloch/MC-6 |
| 9. Harold Lyes,
Symsonia, Kentucky | Fox/WB700 |
| 10. Glenn Bopp,
Ballwin, Missouri | Special/MC-20 |

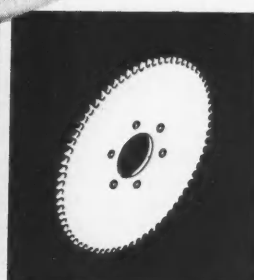
ACCESSORIES



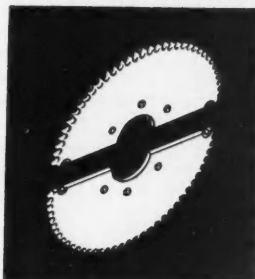
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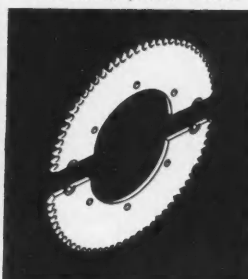
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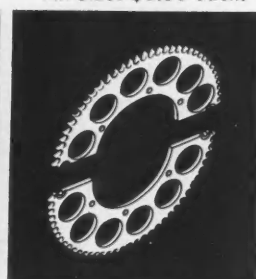
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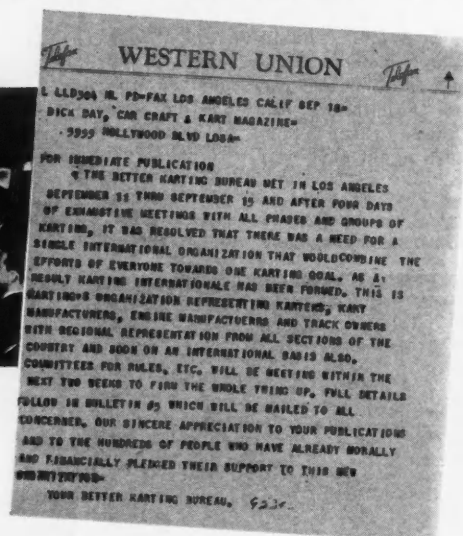
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DESPITE THE FACT that karting seems to be going along as well as ever when viewed from close up, an overall view of the sport and the industry indicates that things have reached a plateau, or levelling-off point. Many of the smaller tracks have quietly closed up, several of the smaller kart and accessory manufacturers have followed suit, the rising costs of kart racing have forced a lot of kart drivers to reluctantly hang up their helmets and put away their karts, and a few safety organizations have initiated attacks on both the sport and the industry. If karting is to flourish, or even to survive, it's obvious that something must be done to improve this situation. The national clubs have attempted to handle the problem, but have been unable to effect a solution. Therefore, the karting industry felt that it must step in and attempt to improve the situation, in what they feel will be the most beneficial way for both the karter and the manufacturer. A general meeting of all manufacturers was held, and several qualified and interested individuals were asked to work in the Better Karting Bureau, a temporary committee formed to arrive at a means of solving karting's problems. This group was composed of individuals who are vitally interested in not only the industry aspects of karting, but the sport as well.

In other words, they were out to find a solution for both the karter and the manufacturer. Many of these people are very active karters in their own right.

The Better Karting Bureau, after preliminary meetings with industry and club members in the East and Middle West, convened in Los Angeles to attempt to find a method of solving these problems. Various groups came before the committee with proposals on how they felt that they could take care of the situation. Their ideas were carefully considered and weighed, but the final decision, after painstaking examination of all the facts before the committee, was that an entirely new organization, guided by the most highly-qualified people in karting, and representing all phases and geographical areas, was needed to unify karting. The new organization, to be known as Karting International, strongly feels that one, and only one, karting organization for the entire sport and the entire industry, is essential in bringing about a healthy situation for all concerned. Rather than having to join many clubs to participate in the many varied activities in karting, through this group the karter will have a parent organization that encompasses all clubs and all tracks, with mutual benefits for all,

(continued on page 62)

CAR CRAFT

MANSFIELD MATCH SNATCHED BY SMARTER KARTERS & AUTOLITE

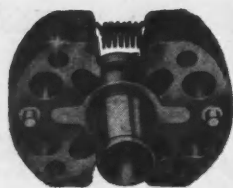
What happened at the 3rd annual Go-Kart Grand National Championships? 441 micro-motor maniacs met at Mansfield, Ohio, to pick the motorized mosquito with the most muscle. Result? 8 new national champions. 5 of them got that way using Autolite spark plugs. Chuck Florian of Granger, Indiana, Grand National Sweepstakes King. Ernie McGlone of Mentor,

Ohio, who copped both the "A" Unlimited and "C" Standard crowns. Lou Billo of Cleveland—top dog in "A" Standard. And Pete Berlt of Huntington, West Virginia, "B" Super title taker. Moral? Mastadon or mosquito, if it's got a motor, it should have Autolite.

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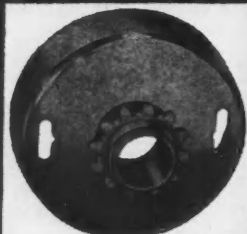
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FREE CATALOG ON REQUEST

KARTING INTERNATIONAL Continued

ranging from a unified program of fun karting and competition racing to the finest, lowest cost insurance program of protection for the karter, the club, the spectator and the track owner. A completely revitalized set of rules, established to offer realistic regulations and to keep the fun karter, the family karter and the full-fledged racing karter all taken care of in the best way possible, is high on the list of aims and goals of Karting International.

Karting International recognizes the fact that the kart driver and the track owner are the two mainstays of karting, and every effort is being made to benefit them in every way possible. Several of the major karting clubs have expressed a desire to affiliate with Karting International and to give it every bit of support possible. While Karting International welcomes these groups, it is also very much interested in taking care of the smaller clubs and non-club karters as well.

In addition to the karters themselves, and the support that they are offering to Karting International, letters of encouragement and pledges of support, both moral and financial are pouring in to Karting International from the entire industry. All three karting publications—"CAR CRAFT & KART," "KARTING WORLD" and "RACING KARTS"—are giving their full-hearted support to Karting International. The every wish of the karters who make this sport such a wonderful thing will receive a great deal of attention from this organization, because for the first time, a national and international karting organization, receiving the full support of the sport and the industry, recognizes that *without the sport, the industry ceases to exist, and without the industry, the sport ceases to exist.* We hope that you who make up the sport and the industry are sufficiently interested in the future of your activity to join Karting International. For your own sake, and for the sake of karting, we urge that you contact Karting International, Box 3416 Merchandise Mart Station, Chicago 54, Illinois.—TODAY!

Dick Dey
Car Craft & Kart Magazine
Jim Butler
Karting World Magazine
Hank Holcomb
Racing Karts Magazine

NAKA FLASH

NAKA has elected to affiliate with Karting International. NAKA firmly believes that the programs aims and views of Karting International are required for the continued progress of our karting sport. NAKA has been appointed to represent Karting International and to coordinate karting activities in the Great Lakes area.

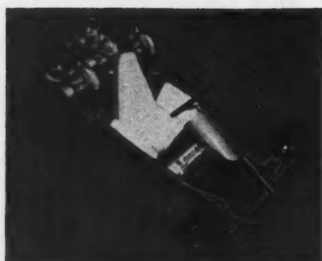
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DEPT. K-12

CAR CRAFT



KART OLYMPICS

THE INTERNATIONAL KART Federation has announced its plans for the first "International Kart Olympics," to be held December 7-10 on the beautiful new road course just completed on the grounds of the Hacienda Hotel in Las Vegas, Nevada. In the "Olympic tradition," a "Kartathalon," consisting of four separate events, is scheduled. Each event will offer points, with the total points accumulated determining individual and team champions, much as in a track meet. The four events will consist of a slalom or obstacle course; standing-start acceleration trial (drag races) over a 100-meter (253 feet) straight-line course; time trials around the new 800-meter (about 1/2 mile) road course, and a 1 1/2-hour "Marathon" or endurance race. These events are specifically for all A and B classes (100cc and 200cc). A special series of sprint races for all C classes, including the water-cooled machines, has been planned. Due to the nature of some of the Kartathalon events, all A class (A Bushing, A Standard, A Super and A Unlimited) and all B class (B Standard and B Super) karts must be equipped with clutches.

In true Olympic tradition, gold, silver and bronze medals will be awarded to 1st, 2nd and 3rd place finishers.



Due to the tremendously crowded accommodations in Las Vegas during the month of December, it is strongly recommended that you contact the Hacienda Hotel, Las Vegas, Nevada, for reservations, or contact IKF, 532-D South Citrus, Covina, California. Make reservations early, before the rush!

DECEMBER, 1961

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These Howe certified weight figures prove it!

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SIMPLEX Mark 15	87 3/4 lbs	92 lbs
FOX Mak-Kart	98 3/4 lbs	103 lbs
DART KART A-Bone	100 3/4 lbs	105 lbs
GO-KART 800	105 1/2 lbs	109 3/4 lbs
McCULLOCH R-1 (Racing)	105 3/4 lbs	110 lbs
BUG Scorpion	119 1/4 lbs	123 1/2 lbs

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There are so many false notions about kart weights, it's time to set the record straight! Now you can see for yourself the true weight of these major karts.

The nationally-known Howe Scale Company weighed live axle models of six major kart manufacturers. Each model was equipped with one McCulloch MC6 engine, engine sprocket, manufacturer's rear sprocket, chain and chain guard, live axle, seat back gas tank, and cushions. Each was weighed twice, once with knobby tires, once with slicks. According to the certified weights Simplex weighs only 87 3/4 pounds with knobby tires (92 pounds with slicks), lightest of all karts tested!

The secret of Simplex's lighter weight is in its chassis aircraft design. Here is a chassis, light enough for racing, yet has the ruggedness and durability for which SIMPLEX is famous.

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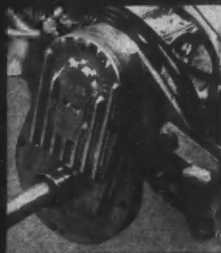
SPLINED SHAFTS—change wheels 10 times faster.

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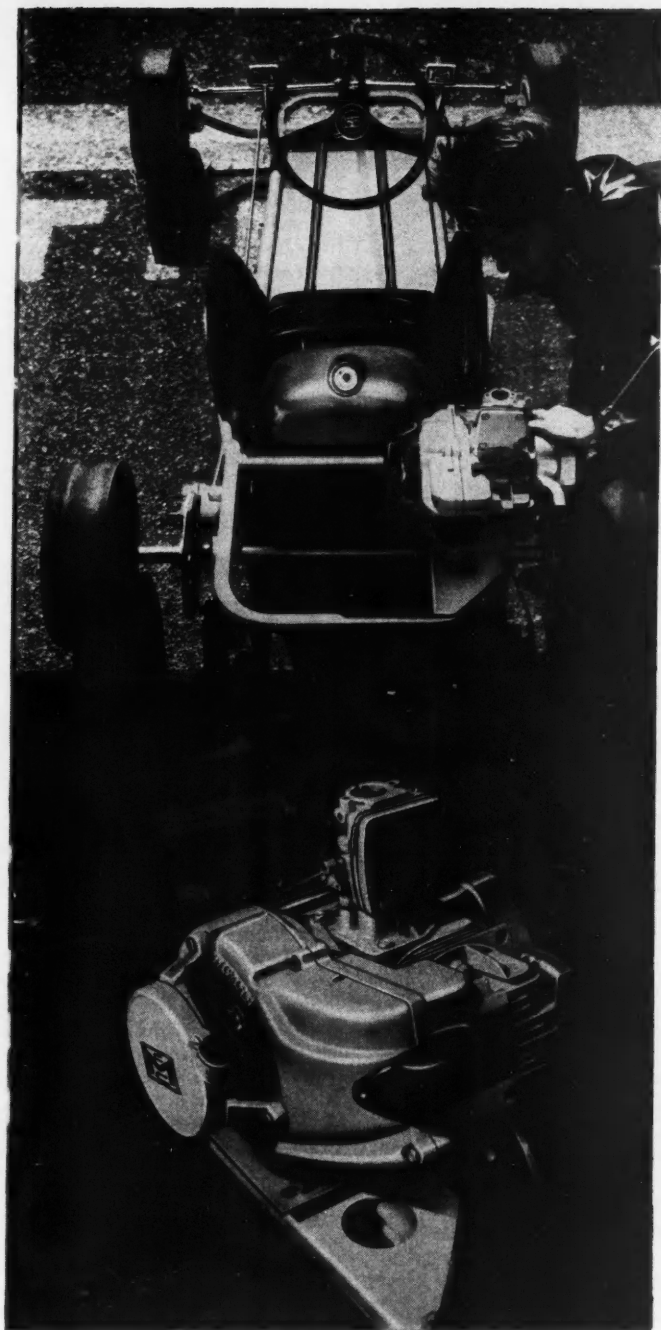
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AXLE: 1" full-keyed live axle. **BRAKE:** McCulloch disc aircraft type, adjustable.

WHEELS: 5" lightweight magnesium alloy. **LIST PRICE:** As low as \$172.50 f.o.b. distributor, less engine.

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WEIGHT 10 lb. **BORE** 2.125. **RPM** 12-15,000.

STROKE 1.500. **DISPLACEMENT** 5.3 cu. in.

COMPRESSION RATIO 9.2:1. List price FOB Los Angeles—\$99.50.

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Karting's biggest appeal is that the whole family can share an exciting sport. Here's McCulloch's new kart and engine combination suited exactly to your family's needs—and budget.

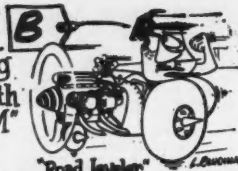
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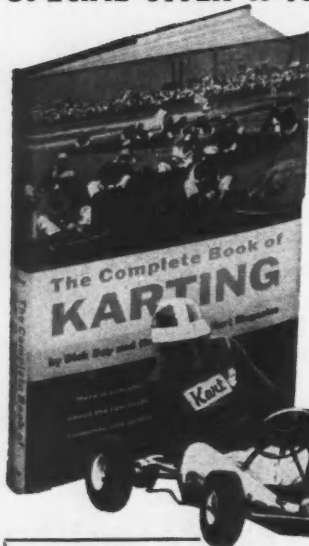
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DAIRYLAND DONNYBROOK Continued

races, who ran a Kelton Kart — one of the first to be seen in the U.S. Equipped with Kelton rotary valves on his two MC-6 McCulloch engines, Drew took Second Place in B standard class, behind Florian.

The B Super karts were next on the track, and another champion — Pete Berlt — was now the center of attention as he wheeled his Dart Kart onto the grid. His toughest competition was expected to be Bill Wirges, from Neponset, Illinois, and this expectation came all too true, as Berlt was plagued with engine gremlins right from the start, and Wirges swept three perfect victories to claim the B Super Championship. Berlt did get a trophy, however — the "Hard Luck Award", which was small consolation for his efforts.



Gus Traeder (fourth from right) and his TNT Kartways-Fox Racing Team. Gus is a Fox Kart dealer and also a track owner in his hometown of Quincy, Illinois, and he fields a really competitive and sharp team!

The biggest displacement class (C Class, with a total of 16.5 cubic inches) provided some of the most exciting and closest racing of the meet, with Ernie McGlone really fighting hard to keep his Dart Kart team car ahead of Pete Owen's Fox Kart, as Pete hung draft just inches on his heels through the three heats. Nevertheless, McGlone swept three straight for a decisive victory, also repeating an earlier championship event...

The last class to take the green flag was the C Super class, with all but two of the karts running three engines each. These hot machines are tricky to handle, as even the more experienced drivers find out from time to time. Pete Berlt did double duty for the Dart Kart team by driving in this class as well as his ill-fated B Super attempt, and it proved to be a successful move, as he grabbed a win and two thirds for the victory over Jim Rose (Dart/3 MC-6s) and Don Surwall (Max-Torque/3 MC-10s), who each took a heat win. Mechanical troubles in the form of engine gremlins and brake fading gave several top drivers in this class fits, but Berlt drove a smooth and consistent race to take a well-deserved trophy.

As the last award was presented and the last kart was loaded up for the trip

home, there were only a few criticisms that could be levelled at the hard-working NAKA officials. One was the lack of proper numbering system, with no standardization of legible numbers or mandatory front number panels for the benefit of the crews, scorers and spectators. Dousman was a true Championship race from start to finish, and one that will remain one of the most popular major events of karting.

RESULTS

A BUSHING JUNIOR

Willie Osborne, Delavan, Wisconsin	Blackhawk/Clinton 1101.5 points
Terry Hagen, LaCrosse, Wisconsin	Fox/Clinton 702.4 points
Gary Hackbarth, Janesville, Wisconsin	Fox/Clinton 653.3 points

A STANDARD JUNIOR

Jim Dentici, Milwaukee, Wisconsin	King/PP 58 926.5 points
Chuck Puckett, Decatur, Illinois	Lee/MC-6 870.4 points
Jim Mann, Brookfield, Wisconsin	Hellcat/PP 58 625.0 points

A BUSHING SENIOR

Maurice Gentry, Evansville, Illinois	Swoopster/PP 51 1101.5 points
Bill Osborne, Delavan, Wisconsin	Blackhawk/Clinton 826.6 points
Fred Cook, Leaf River, Illinois	Fox/PP 51 360.4 points

A STANDARD SENIOR

Richard Pittelkow, Minneapolis, Minnesota	Bug/MC-6 695.4 points
Warren Chandler, Franklin Park, Illinois	Gem-McCulloch/MC-5 678.8 points
James Naden, Waukegan, Illinois	Dart/PP 58 633.1 points

A SUPER

Dave Woods, Findlay, Ohio	Lancer/MC-20 795.3 points
Gary Barricklow, Sylvania, Ohio	Dart/MC-20 728.4 points
Ken Scheffler, Millburg, Michigan	Outlaw/MC-20 626.5 points

B STANDARD

Chuck Florian, Granger, Indiana	Dart/PP 58 (2) 1001.4 points
William Drew, Oshawa, Ontario, Canada	Kelton/MC-6 (2) 658.5 points
Don Schoenfield, Millburg, Michigan	Outlaw/PP 58 (2) 579.3 points

B SUPER

Bill Wirges, Neponset, Illinois	Go Kart/MC-20 (2) 1201.5 points
Bob Erwin, Austin, Minnesota	McCulloch/MC-20 (2) 535.3 points
Ken Fox, Maywood, Illinois	Fox/MC-20 (2) 395.0 points

C STANDARD

Ernie McGlone, Mansfield, Ohio	Dart/PP 58 (2) 1201.5 points
Pete Owen, Rockford, Illinois	Fox/PP 82 (2) 826.4 points
Carl Schrof, Forrest, Illinois	Davis/PP 82 (2) 395.3 points

C SUPER

Pete Berlt, Huntington, W. Va.	Dart/PP 58 (2) 851.3 points
Jim Rose, Park Ridge, Illinois	Dart/MC-6 (3) 795.5 points
Don Surwall, Skokie, Illinois	Max-Torque/MC-10 (3) 697.1 points



KART GOODIES

Since the beginning of karting, AZUSA ENGINEERING has stayed abreast of the product needs and desires of both the karting enthusiasts and manufacturers . . . designing and developing superior accessories at the lowest possible price. Pictured above are some of the current results. Clockwise from noon: solid neoprene-rimmed chrome-steel steering wheel, \$7.95; new double-row engine sprockets available in a variety of sizes, \$3.95; rugged control pedals, chrome plated, \$2.50 per set; precision cast velocity stack in reusable plastic container, complete with mounting screws, \$1.95; exhaust header of polished aluminum, tailored for West Bend, Clinton, McCulloch, and Power Products, \$4.95; new die-cast aluminum feather-torque wheels, available in both drive and bearing types in 4, 5, or 6 inch diameters, \$5.50 and up; center: newly developed Mark II Vari-Hub, specially designed for single and dual sprockets, \$2.95. Send for your free Azusa brochure or enclose 50¢ for your personal bound catalog, today! See your local dealer or order direct. Calif. Res. add 4% sales tax. All shipments F.O.B. Plant. O.E.M., Distributor, and Dealer inquiries invited.

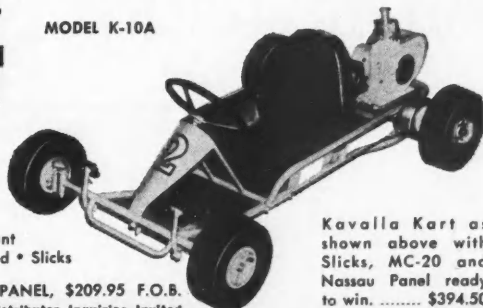
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HOT ROD WEEK Continued

Mardon and Ohly C Roadster. Consisting of a '29 Model A roadster body on a fine tube frame, mag wheels, and all the other goodies, with a 255 cubic inch '56 Chevy and top-mounted GMC blower in the engine compartment, this car has been a consistent contender at Bonneville Nationals and El Mirage dry lake meets. In '60 it set a record of 190.15 mph at the Nationals and this year it boosted the record to 203.31 mph. Its fastest qualifying run was a very quick 211.64 mph. This is one Chevy that is really working. It has its standard 3.75-inch bore and has been destrokeed $\frac{1}{16}$ -inch to $2\frac{15}{16}$ inches. It has an



Nolan White's Auto Giant Spl. has a GMC-blown Chevy of 328 cubic inches, a Racer Brown camshaft, Spalding ignition, and a tube frame. Its fastest run was 193 mph.

Evans intake manifold, which was made by Earl "Pappy" Evans, one of the old timers at the Nationals and the lakes; an Isky camshaft; and a Vertex magneto.

Andy Granatelli's Chrysler 300 was the first car in line the first day of the meet when Starter Bob Higbee got the go-ahead from the timing department to start the cars on their runs. This was the same car Andy had last year but it had been made a little more slippery by the addition of a flat aluminum panel in place of its standard radiator grille. The panel was so well installed and painted that more than a casual glance was required to detect it. Coolant for the engine was carried in a tank that appeared to have a capacity of about thirty gallons mounted on the floorboard in the passenger's side of the driver's compartment.

The engine in Granatelli's 300 has its standard bore and stroke and 413 cubic inch displacement but it has an Isky camshaft, a special ignition distributor, and two Paxton superchargers. Andy boosted his last year's record of 165.91 mph to 184.04 mph. His fastest qualifying run was 180.36 mph. Most cars have qualifying runs faster than their records, but not this one this year.

A late comer to the meet was Dick Guyette's new Chevy-powered lakester. Dick's car, which was the Guyette-Scott-DeBlanco entry, had three engines for

classes A, B, and C; however, because of its arriving so late it didn't get a chance to make an official qualifying run.

Guyette's car has its engine in the rear. Its frame was fabricated from 4130 chrome-moly tubing and is what Dick calls a "trussed tube" frame. It has torsion bar suspension front and rear with Volkswagen trailing arms in the front and a conventional rear axle assembly fitted with a Halibrand quick-change Championship centersection. Its body is nearly sixteen feet long. It was fabricated from .064-inch thick aluminum by Michael Scott, who has a shop in the San Fernando valley where he builds bodies for all types of competition cars. Dick calls his car the "Isky Music Man." This is derived from the Iskenderian valve actuating parts he uses and the fact that he is a music arranger for some of the entertainment field's top performers.

There were several motorcycles entered this year but contrary to past meets there wasn't an FIM representative on hand to make the cycle runs eligible for International records. This was unfortunate because Stormy Mangham and Johnny Allen, the owner-handler team that holds the International motorcycle record with a streamlined Triumph, had two new streamlined bikes loaded on their trailer and ready to go at Stormy's airport just outside Fort Worth, Texas. Stormy and Johnny were ready to run but when they go, they go for International records. If they don't run before next year's Nationals perhaps they will run then if the SCTA corrects the condition that kept the FIM away this year.

Missing from this meet but not forgotten were the Autolite mobile, machine



Body by Ford, chassis by Mardon and Ohly. One of the most outstanding roadsters to ever appear on the salt, the Mardon-Ohly entry made a two-way average of 203 mph.

shop and battery of spotless comfort stations. But although these nice touches were missing, Bill Stroppe and a sizable crew were on hand to pass out Autolite spark plugs to fellows who needed them and to help in any way they could with technical service. Champion spark plugs were represented by Bobby Strahlman, who also had a supply of plugs on hand.

Also among the missing were the Firestone and Goodyear service trucks. But although the trucks were missing,

(continued on following page)

GO POWER ACCESSORIES

NEW for Clinton and later model Power Products full-circle crank stuffer kit

A Go-Power crank stuffer kit will really soak up that power-robbing crankcase volume, and add a big boost to high-RPM performance. Available for West Bend, McCulloch, Clinton A-400/A-490, Power Products AH-58 and 82. Installation involves welding, or drilling and tapping, and simple lathe work. Specify engine type when ordering. Just \$6.95 plus 50c postage.



Go-Power McCulloch manifold equipped engines set top time of the meet and B-Super track record at I.K.F. (GKCA) Grand National Championships

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POWER PRODUCTS 47, 51	6.95
POWER PRODUCTS 58, SUPER 58	8.95
POWER PRODUCTS 61, 82	8.95
WEST BEND 580, 700, V-5 or Std.	9.95
MCCULLOCH MC-5, 6, 10, 20	9.95

Add 50c postage, or better yet, get yours from your dealer. Get Go-Power for sure, be sure you've got the finest!



Choice of the Champions!



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72 square inches of cooling area vs. 23 on stock 58 head. Fits all standard Power Products AH-58 engines. Only \$9.95 plus 50c postage.



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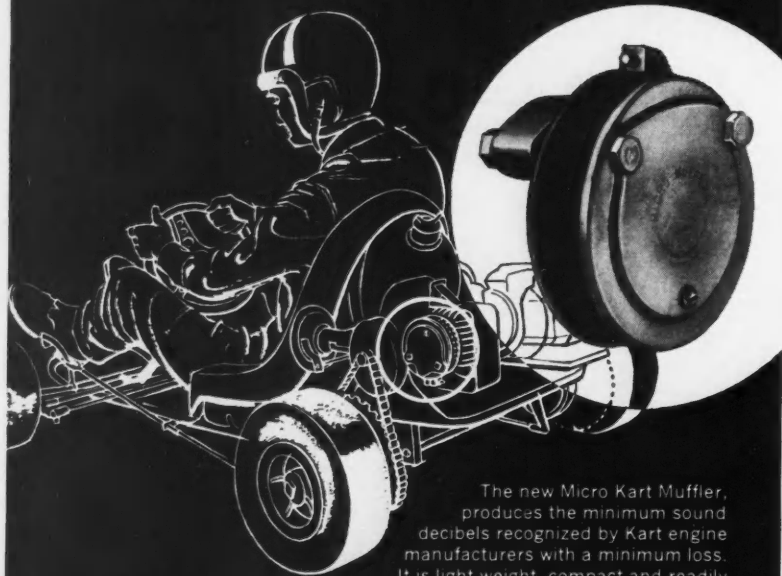
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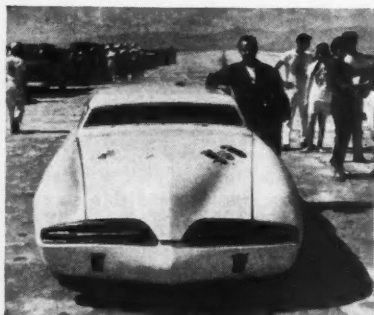
4101 West 42nd Place
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HOT ROD WEEK Continued

Firestone was represented by Chuck Barnes, of Firestone's public relations staff, and a service man who set up his shop and supply of tires in the Western service station in Wendover. This wasn't as convenient as the trucks were when they were in the pit area but having tires and technical help in Wendover let many of the contestants breathe easier.

Gasoline for all record runs was supplied free of charge by Mobilgas. The procedure for gas cars that made record runs was to drain their tank, refill the tank with the official fuel, and then seal the tank's filler cap. This assured that the run would be made on legal gasoline. At the Bell Auto Parts tent, which was manned again by Johnny Glew, a representative of the Macmillan



The Callahan-Sanchez-Locasto Competition Coupe and Joe Locasto, its able driver. The car had three Chrysler engines for Classes A, B, and C, set a new A record.

Petroleum Corp., was dispensing Macmillan motor oil to competitors who wanted it. Whether the manufacturers who provide these free products and services realize how much these things mean to the rodders who run at Bonneville is something that only they know but for the information of any of them who might read this article, their actions are deeply appreciated.

The meet closed on schedule, which was immediately after record runs had been completed Saturday morning, but fellows who had arrived late or had had unexpected troubles and hadn't been able to make a run during the week were given a bonus when the meet officials decided to keep the course open long enough to let these rodders make a run. The runs were strictly for kicks as they didn't count as far as trophies were concerned. Quite a few cars took advantage of the extra time and then everyone went home happy.

With the '61 meet just another entry in hot rod history books, what about next year? Why not make your plans now to either be there with a car or, second best, as a spectator. If you like rods, you'll flip over the Bonneville Nationals.

CAR CRAFT

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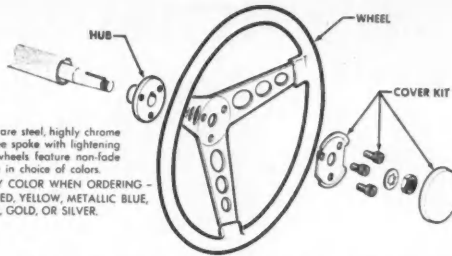
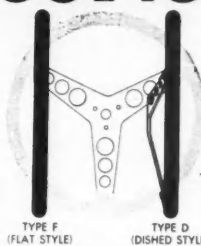
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B. STREAMLINER Dean Van Lines Spl.	223.32
C. STREAMLINER Summers Bro.	302.317
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A. COMP. C/S San Chez-Callahan-Locasto	231.66
B. COMP. C/S San Chez-Callahan-Locasto	195.55
C. COMP. C/S Callahan-San Chez-Locasto	
A. MOD. RD. Larsen-Cummins	224.43
B. MOD. RD. Jim Culbert	215.56
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BX. GAS C/S T. V. Bunn	142.40
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(continued on following page)

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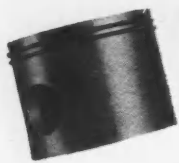
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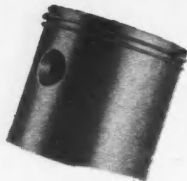
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Next Month

CAR CRAFT



TWO STROKE TALK

by
GENE
WISE

LAMBRETTA HOP UP

Dear Gene:

I have an 8.9 cube Lambretta motor scooter mill, and I would like to up its displacement. If I bored it about .0625" and stroked it .125" I would be satisfied. My problems are:

Where can I get my crank stroked?
Where can I get a rod to go with the stock crank?

What should I do about an oversize piston?

I know the Lambretta engine isn't popular, but I thought this information could be useful to others with unpopular engines, because this will undoubtedly be custom work.

— Martin Anderson
Homewood, Ill.

To start with, the piston is a matter of research. You will have to check the piston sizes of other two cycle engines to see what can be adapted. Ten chances to one you will not need a different rod, but if you do, again research the cycle shops for one that would fit the job. Be sure if you do use a different rod you select it first because you will need the rollers and cross pin for the crank also. As for the crank, some people bore the holes in the crank oversize, plug them up and then bore offset holes for stroking. This means the plugs must have sufficient diameter to accommodate this. It is a jig boring job that any good shop can do. But!! This is going to cost you money. My guess on the complete job is \$150.00. For a source you might try Kart Specialties, 11841 Sherman Way, North Hollywood. This type of work is not done commercially that I know of. Most generally a shop will build one for a friend or a mechanic will make one for his engine, but to do it commercially, to me, it would be unprofitable.

PLUGS NOT PISTONS

Dear Gene:

Would you recommend switching from a stock Mac piston to a Moss Precise Lite Racing Piston in an MC-6?

I am having a problem with overheating in my McCulloch 6. Would you please advise as to how I can keep it cooler?

— Dave Peck
Lansing, Michigan

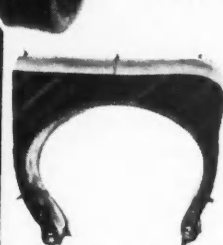
Overheating is generally caused by the wrong spark plug, ignition not proper or an engine jetted too lean. Plug should be of the proper heat range, (continued on page 74)



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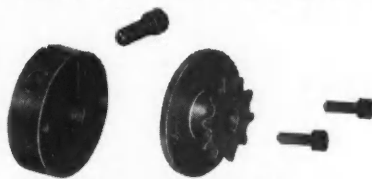
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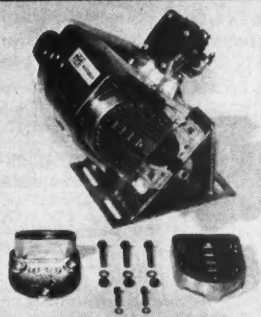
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Manifold gasket 15¢ - Reed gasket 10¢ Carb gasket 10¢
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Velocity stack shown on top carb-polished aluminum \$2.75
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CATALOG**
SEND 25¢ TO
MIDWEST MODEL SUPPLY CO.
7541 S. HALSTED ST.
CHICAGO 20, ILL. HU 3-0754

TWO STROKE TALK

(continued from page 73)
timng 25° and jet for good running.
The Moss Piston is a very fine piston.
I wouldn't recommend it over others.

MERCURY PARTS?

Dear Gene:

I have a kart which I built myself
and I am just starting to race here on
the local tracks. I have a DA-211 Mer-
cury chain saw engine which I am run-
ning against West Bends, Power Prod-
ucts and Homelite engines in B class.
Try as I will I can't stay with these
engines. I would like to know the names
and addresses of any companies, if
there are any, who make any hop up
parts for this particular engine. Could
you tell me how to tune the exhaust?

This is a sweet running and sounding
engine and I would sure like to see it
win some trophies.

— Walter Basse, Jr.
Du Quoin, Illinois

I do not know of any company mak-
ing and selling speed parts for the Mer-
cury although "Hovey Hawk Co. of
Calif." spent considerable time with this
engine. Approximately 18" long mega-
phone with a 4" large diameter will
help the engine but only exhaustive
dyno tests would give you the utmost
in performance. Due to the broad range
a kart has to operate under, exhaust
tuning is difficult. Normally you can
only exhaust tune for a range of 4000
to 5000 rpm. So you either suffer down-
stairs or upstairs whichever you choose.

KARTING DICTIONARY?

Dear Gene:

In my class of Power Mechanics I am
getting so many questions on karting
and the words and phrases used in ask-
ing these questions are so strange to me
that I sometimes have no idea of their
meaning.

Can you please tell me where I can
get a Dictionary of Karting Nomencla-
ture?

Kart Magazine is the most popular
publication our library receives.

— L. C. Gilbert
Keokee High School
Keokee, Virginia

Some of the terms are answered in
the letter to Mr. Tennant but there is
no actual Karting dictionary. A com-
plete file of Kart Magazine would fill
you in but I realize it means consider-
able reading. However, I am sure you
would enjoy it. It is good to see that
you care. I am sure the students at
Keokee, Virginia, are proud of their
instructor. It would have been so easy
to do as others have done and just say
"Karting has to go." We are as proud
of you as your students and offer any
and all help we can. To the students of
Keokee High: take your instructor by
the hand and intelligently brief him on
karting. He is a good man.

COMING EVENTS

NHRA DRAG SCHEDULES

Phoenix, Ariz. — Phoenix Drag Strip, Litchfield Rd.
& Grand Ave., El Mirage, every Sat. nite.
Carlisle, Ark. — Carlisle Drag Strip, 31 miles east of
Little Rock, 2nd Sunday.
Julesburg, Colo. — Platte Valley Dragstrip, 2 miles
west of Julesburg; 4th Sunday.
East Haddam, Conn. — Connecticut Dragway, off
Route 16 from Colchester Center, ea. Sunday.
Davis, Fla. — Davis Drags, 10 miles west of Ft.
Lauderdale, 2nd & 4th Sun. ea. mo.
Daytona Beach, Fla. — Spruce Creek Dragstrip,
Southwest of City; 2nd & 4th Sundays ea. mo.
Green Cove Springs, Fla. — Thunderbolt Raceway;
10 miles No. Green Cove on US Hwy 17, 1st &
3rd Sun.
Miami (Hialeah), Fla. — Amelia Earhart Field, 1st &
3rd Sun. ea. mo.
Covington, Ga. — Newton County Dragstrip; 2nd &
4th Sun. ea. mo.
Alton, Ill. — Alton Dragway; 1 mile off Route 140
on Fosterburg Rd., every Sunday.
Muncie, Ind. — Muncie Dragway; 4 miles NE of
Muncie, on State Rt. 67, ev. Sun.
Coffeyville, Kansas — Coffey Grinders Drag Strip;
1st & 3rd Sundays.
Hammond, La. — Hammond Airport; 4th Sunday
ea. mo.
Houma, La. — 1st & 3rd Sun. ea. mo.
Sanford, Maine — Sanford Airport; 2nd & 4th Sun-
days ea. mo.
Hagerstown, Maryland — Mason-Dixon Drag-O-Way;
7 miles east of Hagerstown, 1st Sun. ea. mo.
Detroit, Michigan — Detroit Dragway, Dix-Toledo
Hwy. & Sibley Rd., Tues. & Fri. nite and ev. Sun.
Conrad, Mont. — Central Montana Timing Assn.,
1st Sunday ea. mo.
Silver Springs, Nev. — Int. Hwy. 50 & 95A, Reno;
last Sun. ea. mo.
Great Meadows, N.J. — Island Dragway on Route
46, Ev. Sun.
Vineland, N.J. — Vineland Speedway; Ev. Sat. nite.
Hobbs, N.M. — Charioteers Dragway; Hobbs AFB,
1st Sun. ea. mo.
Cicero, N.Y. — Esta Safety Park; Eastwood Rd., 1/2
mile So. of Rte. 31, bet. Cicero & Bridgeport,
ev. Sun.
Niagara Falls, N.Y. — Niagara Raceway Park; Tus-
corara Rd. off Lockport Rd., Ev. Sun.
Cincinnati, Ohio — Beechmont Dragway, Rts. 74 &
125 off Beechmont Levee, Ev. Sun.
Thompson, Ohio — Thompson Dragstrip; SE of
Painesville on State Rte. 528, Ev. Saturday &
Sunday.
West Salem, Ohio — Dragway "42"; 25 mi. SW of
Akron on State Rt. 42, 3 miles off Interstate 71,
Ev. Sun.
Oklahoma City, Okla. — Jaycee Dragway, Oklahoma
State Fairgrounds, ev. Sun., weather permitting.
Port Orford, Ore. — South West Oregon Timing
Assn., Third Sunday ea. mo.
York, Pa. — US 30 Drag-O-Way; 6 miles west of
York on US 30, Ev. Sat. nite.
Memphis, Tenn. — Lake Land Dragways; 11 miles
east of Memphis on Hwy. 70, 1st & 3rd Sundays.
Abilene, Texas — Abilene Dragstrip; 2 miles So. of
Hwy. on F.R. 707, 3rd Sun. ea. mo.
Amarillo, Texas — Amarillo Dragway; 7 miles So.
on Washington Ave., 4th Sun. ea. mo.
Caddo Mills, Texas — North Texas Timing Assn.,
Caddo Mills Airport; 1st Sun. ea. mo.
El Paso, Texas — Sunland Dragways; 1st & 3rd Sun.
El Paso, Texas — El Paso Dragstrip; 2nd & 4th Sun.
ea. mo.
San Angelo, Texas — Wall Drag Strip; 2nd Sun.
ea. mo.
Wichita Falls, Texas — Red River Drag Strip; 2nd
Sun. ea. mo.
Emporia, Va. — Emporia Dragstrip; Ev. Sun.
Petersburg, Va. — Eastern Dragway; 1st & 3rd Sat.
Ellensburg, Wash. — Ellensburg Airport; Ev. Two
Weeks.
Caguas, Puerto Rico — Antilles Auto Racing Track;
Every Other Sunday.

SHOWS

Oakland, California — Feb. 16-25, 14th Annual Grand
National Roadster Show — Exposition Building, 918
Fallon St., Oakland.
Hartford, Conn. — Feb. 21-25; 12th Annual National
Autorama; Connecticut State Armory, 2 Meadow
Park Dr., Milford.
Detroit, Mich. — Jan. 5-7, 10th Annual Autorama.
Fabulous Cobo Hall. Lee Lashy, 16861 Veronica,
Detroit.
Cincinnati, Ohio — Feb. 16-18, 2nd Annual Caval-
cade of Customs. Cincinnati Music Hall. Jim
Lemox, 11 E. 24th St., Covington, Kentucky.
Hanover, Penn. — Nov. 24-26, 2nd Annual Rod &
Kustom Kar Show. Shultz Chevrolet Raceway, 100 E.
Chestnut St. Hanover Rod & Custom Club, 214
South St., Hanover.
Houston, Texas — Nov. 24-26, 2nd Annual Rod &
Custom Show. Sam Houston Coliseum. Lin Huiet,
1123 Dumble, Houston 23.
Toronto, Canada — Jan. 26-27, 3rd Annual Speed
Sport. Queen Elizabeth Hall, Bruce Burrell, 9
Merridin Pl. Don Mills, Ontario, Canada.

CAR CRAFT

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20% Deposit NOW — Will hold any ITEM for GUARANTEED CHRISTMAS DELIVERY — Balance C.O.D.

World's FASTEST FLOOR SHIFT CONVERSION!

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ALL CARS—13", 14", 15" WHEELS

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New Simplicity... and the cost is the LOWEST! Blend perfectly with 14", 15" and 16" wheels. Triple CHROME plated. Easily installed over regular hub cap mounting bumps. Fit Ford, G.M. cars & Corvair through 1961. Set of 4 only \$8.95.



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TEAR-
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DUMMY SPOTS... Jewel-
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Large 5" glass lens. Fully
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spot, without the ex-
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Accurate 0-8000 RPM scale. Illum-
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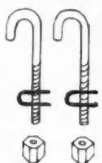
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NEW-IMPROVED TYPE. Won't come off.
No drilling. For Front or Rear. Installed
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BELL 500TX HELMET



Approved by all racing associa-
tions. Le Mans type helmet gives
FULL protection to entire head.
Impact absorbing liner. All white.
Leather trim. 600 lb. test trim
strap.

Less Visor.....\$36.95
With Detachable Visor.....38.50

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#20-1002. For Chevrolet and Cor-
vair 1954-60.
#20-1003. For Ford '49-60, Mer-
cury '52-54, T-Bird 1955-60 and
others.

Set of 4.....\$15.95

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KITS
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"INSTANT-CHROME" plate
anything. Sensational inven-
tion, gleaming surface eas-
ily applied to rusty bump-
ers, trim, plumbing fixtures,
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Always steers you right. Com-
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Std. Model.....\$4.95

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Nylon-Rayon with quick release type buckles. In
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1-piece Full Contour 1st qual-
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Fronts, Each.....\$4.95

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0-6000, 0-7000 or 0-8000 RPM.
Complete with Sending Unit
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Stainless steel tubular
Grilles for 1960-61 Cor-
vair.

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FULL TUBULAR GRILLES
Glistening chrome
clean lines sweep clear
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Large zipper compartment sun glass case,
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LATEST CALIFORNIA CRAZE
FOR STREET OR DRAG STRIP

(A) FLARED "venturi-type" ends
SCAVENGE exhaust quickly. (B)
Installed straight back (below
axle), you eliminate usual bends
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looks to your car... a fine-
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Specify 1 3/4" or 2" dia.
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mands attention and
makes heads turn! Best quality. Chrome
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more taste through the filter



The filter cigarette for people who really like to smoke... L&M in the "red-headed" pack or box.

It's the rich-flavor leaf  the longer-aged, extra-cured leaf among L&M's choice tobaccos... that now lets you expect more, and get more, from filter smoking. There's actually more rich-flavor leaf in L&M than even in unfiltered cigarettes. You get more body in the blend,  more flavor in the smoke,  more taste through the filter.  So expect more... and get more... from filter smoking. Have an L&M... the cigarette that smokes heartier as it draws freely through the clean, pure-white Miracle Tip.

